

Velucia
GLASS WARE
ANDERSEN MEYER & CO. LTD.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

68935 三拜禮 號五月壹十英港香 WEDNESDAY, NOVEMBER 5, 1919. 日三十月九

SINGLE COPY: 10 CTS
\$36 PER ANNUM.

Certain-teed Roofing
ANDERSEN MEYER & CO. LTD.

REUTER'S TELEGRAMS.

AUSTRALIAN GENERAL ELECTION.

MR. HUGHES' OPENING SPEECH.

Melbourne, October 31.
Mr. Hughes, in opening the General Election campaign at Bendigo, denounced the Australian Labour Party's attitude towards the war. He said the only remedy for high prices was to increase production and to reduce paper currency. He announced that a Royal Commission on profiteering was being appointed and that a referendum would be taken on the question of enabling profiteering and Monopolies to be dealt with by Commonwealth legislation. He declared that Bolshevism must be fought and justice must be done to the workers. The Royal Commission would be a body to devise better methods, ensuring the payment of a basic living wage and adjusting the minimum wage automatically to the cost of living. The workers must be given an inducement to increase production, while the rights of Capital to its share must be recognised. All must combine to make strikes practically impossible. The Government would give organised Labour a legal status and authority, and create a Commonwealth Industrial Court to deal with Federal industries. A Commission would shortly be appointed to investigate the question of remodelling the whole incidence of Commonwealth taxation in order to place the burden on those shoulders best able to bear it. Public Debts, including the States, totalled £740,000,000 which must be met by direct taxation. The position demands economy, enterprise and development. He concluded by eloquently appealing to the patriotism of the electors.

THE SHAH OF PERSIA.

ROYAL RECEPTION IN ENGLAND.

London, October 31.
The Shah of Persia arrived at Dover from Paris this afternoon in the royal yacht Alexandra, escorted by destroyers. Prince Albert and a large and distinguished party received the Shah, who proceeded to London by special train. He was met at Victoria by H.M. the King and the Duke of Connaught, and went in procession to Buckingham Palace. The streets were lined with troops and cheering crowds. His Majesty banqueted the Shah this evening.

CHINESE LABOURERS AND FRENCH WOMEN.

A TIMELY WARNING.

Paris, October 28 (delayed).
In view of a number of marriages between Chinese labourers and French women, the Government has issued a circular, warning women against the possibility of finding themselves in the inferior position of second wives on arriving in China.

AN EIGHT HOUR DAY.

The Hague, October 31.
The First Chamber has unanimously adopted a Bill providing for an eight hour day, and a forty-five hour week.

EARLIER TELEGRAMS.

THE SCAPA FLOW SINKINGS.

Paris, Oct. 31.
It is understood that at the Supreme Council Great Britain accepted in principle the responsibility for the destruction of the German Fleet at Scapa Flow and is willing to guarantee France against the loss of her share of warships. The Council decided that the responsibility for the sabotage falls on the German Government, not on individual officers.

BARBERS' DISPUTE.

CLAIM BY A JAPANESE.

Before Mr. Justice Melbourne, in the Summary Court this morning, K. Hasuda, Japanese barber, brought an action against J. H. Solomon, proprietor of the Hongkong Hair-dressing Saloon, of 13 Queen's Road Central, for the payment of \$252, being \$72 for 12 days' wages, plus \$180 for damages in lieu of one month's notice of dismissal. The plaintiff also claimed the costs of the action and an account of the profits earned by the defendant in connection with the Hair Dressing Saloon, for the period from 17th February, 1919, to 13th September, 1919.

Mr. J. H. Gardiner appeared for the plaintiff, and the defendant was represented by Mr. Davidson, of Messrs. Hastings and Hastings. In outlining the case, Mr. Gardiner said that the plaintiff, who was a master barber, carried on business at Beaconsfield Arcade for a number of years. At the beginning of this year the defendant approached the plaintiff with the object that he should take the Hong-

kong Hair Dressing Saloon off his hands. When subsequently it was rumoured that Beaconsfield Arcade might fall into the hands of the Government for improvement purposes, the plaintiff approached the defendant with the idea of being employed by the latter at the Hongkong Hair Dressing Saloon on a salary. An agreement was then drawn up, Clause 2 of which provided that the plaintiff should receive \$100 a month as salary and also 20 per cent. of the profits in the business. It was also stipulated outside of the agreement that several of the plaintiff's staff in the saloon at Beaconsfield Arcade would also be taken over by the defendant in the event of the Beaconsfield Arcade shop being closed. The plaintiff started work in the defendant's Saloon on the 1st of March last, and he was later joined by three of his staff when the shop at Beaconsfield Arcade closed down. The plaintiff, who was consumptive, often had to keep away from business by reason of his illness. Full cognizance of this had been taken by the defendant and the arrangements with the staff were that the defendant was to deduct a portion of their salaries in proportion to the time they

were away from his shop. The plaintiff absented himself on the 13th September last to receive medical attention and when he returned to the shop on the following day was informed by the defendant that his services were no longer required. The allegations brought by the defendant against him were that he purposely absented himself and had induced all the other barbers to do likewise. The plaintiff left the shop after receiving his notice and on the following day wrote to the defendant asking him for the amount of wages due and a month's salary in lieu of notice and his share of the profits. A letter received from the defendant's counsel alleged that the plaintiff ran another shop and had induced the other barbers to leave defendant's service. The plaintiff, Mr. Gardiner said, denied these allegations. There was, further, nothing in the agreement which provided for this, though in British law a man in the position of the plaintiff who ran a competitive store was subject to dismissal.

The case is proceeding.

BOOM IN "INDOS".

RISE OF THIRTY-FIVE POINTS IN TWO DAYS.

RUMOUR OF BID BY P. AND O.

Not a few people in Hongkong who take any notice of the share market are now saying very unkind things about themselves for not having purchased Indo-China Deferred shares a few weeks ago—over ten two days ago, for a most phenomenal rise has taken place in connection with this stock. During all September and for the best part of October, the price of the stock ranged about \$190-\$196, but on October 24—eleven days ago—it jumped to \$200. On Monday there were buyers at \$210, yesterday's price was \$225, whilst to-day no less than \$245 buyers, is quoted.

On enquiring from a well-known broker, our representative was given the story of what is behind the rise. On September 23, information was received in the Colony that there was heavy buying in London at £42 per share, this being based on a rumour that the P. and O. Company had made a bid for the purchase of the Company at 275 per deferred share. Since then, the market has been advancing gradually, but news was received yesterday that there was further heavy buying in London at the advanced figure of £62, and it is not at all improbable that a further rise will take place in view of the persistency of the rumour regarding the P. and O. offer. When one reflects that the par price of these shares is £5, one realises clearer what the position is.

It is common knowledge that the Company has enormous reserves, and that its ships have been written down to something like scrapping value. It is thought in some quarters that if the Company were liquidated or purchased by another concern at present valuation, the deferred shares would easily be worth £1000.

This is not the first time that rumours of purchase by the P. and O. have caused a sudden rise, but past rumours were proved to have no foundation in fact.

A DETECTIVE'S PLEA.

For the manner in which he placed all the facts of a case before Sir Charles Johnston at the Mansion House Police Court recently a detective who made a strong plea for an accused man was congratulated. Edward Rogers was charged with loitering for a supposed felonious purpose, but the magistrate discharged him. Detective Kirby said the man joined the Army in 1914, and was discharged suffering from shell-shock. As a result of the shock he had been dumb. Although he had tried to obtain work he had failed, and his out-of-work pay would cease shortly. To make matters worse, his wife, said the detective, had left him with three little children to look after.

were away from his shop. The plaintiff absented himself on the 13th September last to receive medical attention and when he returned to the shop on the following day was informed by the defendant that his services were no longer required. The allegations brought by the defendant against him were that he purposely absented himself and had induced all the other barbers to do likewise. The plaintiff left the shop after receiving his notice and on the following day wrote to the defendant asking him for the amount of wages due and a month's salary in lieu of notice and his share of the profits. A letter received from the defendant's counsel alleged that the plaintiff ran another shop and had induced the other barbers to leave defendant's service. The plaintiff, Mr. Gardiner said, denied these allegations. There was, further, nothing in the agreement which provided for this, though in British law a man in the position of the plaintiff who ran a competitive store was subject to dismissal.

BURGLAR AT TAIPO.

CAUGHT IN EUROPEAN BUNGALOW.

How a burglar was caught red-handed trying to break into a European bungalow at Taiipo was told at the District Court, Taiipo, yesterday.

It appears that at about 9.30 p.m. on Friday last, Mr. and Mrs. A. G. Hewitt, who occupy a bungalow quite close to Taiipo Station, were sitting quietly in the sitting room. The servants were all in their quarters. Mrs. Hewitt had occasion to go into the spare bedroom when she saw a man standing close to the window outside with his hand pressed against the glass. Mr. Hewitt was called, and on going on to the verandah and switching on the electric light he found the man crouching down in a corner, trying to hide. On being questioned by the servants, the intruder said he had gone under the verandah to get shelter from the rain, but he was unlucky in his choice of excuses, for it was a clear, starlit night. The man was wearing thick woollen socks, and his shoes were later found on the tennis court.

Mr. Hewitt detained the man while a servant went to the railway station and telephoned to Taiipo Police Station. The Police soon afterwards arrived and the man was taken into custody.

He was charged before Mr. A. A. Wood, District Officer, yesterday and sentenced to three months' hard labour.

A GHOST'S ORGAN RECITAL.

VILLAGE VICAR BAFFLED BY MYSTERIOUS MUSIC.

Bromyard, Sept. 19.—Avenbury lay dozing in the sun when I (a special correspondent of the *Daily Chronicle*) came down to look for the ghost which is said to haunt its parish church. During my tramp through the Herefordshire lanes I read an announcement on a wayside gate-post: "Organ Recital by the Ghost at Midnight," with a programme of masterpieces from Bach to Elgar.

I went on to the church in the hope that I might surprise the ghost rehearsing. My luck was out, but I received from the vicar a full relation of the strange happenings which have suddenly given Avenbury an uncanny notoriety.

Nobody, as far as I can gather, has attempted even a plausible explanation of the music which on three authenticated occasions has floated mysteriously up the vale from the ivy-mantled church.

"It was exactly like someone improvising a voluntary on a church organ," said the Vicar. "The strains were not such as could possibly have been extracted by mortal or immortal from the pedestrian instrument which leads the psalmody in Avenbury Church. Whence came they, then?"

The record of these mysterious manifestations dates back to the end of the 19th century, some time before the present incumbent, the Rev. E. H. Archer-Shepherd came to the living. "The first time I heard it," the Vicar said, "was 18 years ago. I was on my lawn, and the sound of the music came up from the church quite clearly. It continued all the time I was walking down the meadow to ascertain the cause. When I got within ten yards of the churchyard it ceased. The church door was locked, and there was no one within."

"I cannot explain it," I have not a theory, even. It is due, of course, to some natural causes, but they have been unaccountable so far. It may have been an echo. The air was very still on each occasion when I heard the music."

The vicar takes indignant exception to the report which has gone forth from the district that he practices the ancient usage of "laying the ghost" once a year in Avenbury Church, with the aid of 12 lighted candles. "If I knew who circulated that story," he said, "I would make a ghost of him."

GOOD ROUND-UP.

The arrest of seven men who are believed to have been implicated in the recent robberies at Lamna and Lema Islands provided some exciting work for the Samsui and Yaumati Police on Monday night at Chin Chau Wan. At the head of a number of constables, Sergeant Murphy and Lannigan surprised the men whilst they were sleeping in a sampans lying on the beach, and a grim struggle was entered into. Owing to the darkness, the Chinese had no opportunity of locating their revolvers which they had placed ready-loaded on the deck near them. That these men were rendered desperate by their position is indicated by the tenacious struggle which they kept up with the police. It was not until nearly half an hour that they were brought to that state which enabled their captors to handcuff and bring them to the Police Station. Four loaded revolvers, some gags and a number of bamboo torches which were discovered in the boat after the struggle indicate the character of work on which they had been engaged.

THE CORONET.

ANOTHER FINE METRO PRODUCTION.

"The Shell Game" is another remarkable Metro production. It was screened at the Coronet last night to a good audience when an additional attraction was provided in the string band from the S.S. Colombia.

This class of film has established a big reputation since its first introduction at the Coronet, the name "Metro" having come to be regarded as an indication of a very high standard of photoplay in which the acting and run of the story leave nothing to be desired. The present film maintains this reputation in a very fine comedy-drama, which will surely be appreciated when seen.

Another acceptable item in last night's programme was a Rolin comedy in which the estimable Harold Lloyd is seen at his best in a freak boxing bout.

BOARDING HOUSE RUNNER.

FINED FOR BOARDING A SHIP.

Chan Yat, a boarding house runner was prosecuted this morning before Captain Basil Tylour, R. N., for being on board the s.s. Tjiliwong this morning without the permission of the master, agent or officer in charge.

Mr. G. Lunders, second mate of the Tjiliwong, said that at 7 o'clock this morning, when the ship arrived, a lot of sampans came alongside. He halted them to say that nobody was allowed on board, but about twenty men climbed up. Witness went aft and caught defendant and handed him to the Police.

The defendant said he saw others go on board; so he went. Captain Tylour fined him \$25 or six weeks' hard labour.

DAYLIGHT ROBBERY.

A Chinese living at No. 103 Winglok Street reports that three fellow-countrymen met him in a quiet street at 11 a.m. yesterday whilst he was engaged in the confidential mission of delivering \$4,691 to a customer of his master. When they expressed a curiosity as to the contents of his pockets, he very willingly obliged them to the extent of revealing what they were. They, on their part, took it for an invitation. Accordingly they knocked him down, delved their hands deeply into the money and then marched off. A sad, but wiser man, later wended his way to the Police Station where he made his report of the affair.

LONG OVERLAND FLIGHT.

An overland flight from Paris to Saigon was to have been undertaken by a squadron of French aeroplanes under the leadership of the famous aviator Fouché on the 15th October. To assure the success of the expedition a chair of "etapes" or stopping places, has been arranged, which include Lyons, Genoa, Rome, Brindisi, Smyrna, Basrah, Bombay, Burmah, and Bangkok the last stopping place before Saigon. The machines are fitted with Renault 500 H.P. motors and the fuel used is castor oil.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 6d. 3-16d.

THE WEATHER.

Forecast:—Fair. Barometer—29.89. Temperature 2 p.m.—79. Humidity 2 p.m.—77.

LOCAL BOXING.

SOME CHALLENGES ACCEPTED.

The boxing challenges from men of H.M.S. Hawkins which we published on Monday are already meeting with acceptance, and there are thus good prospects of some contests being arranged in the near future.

W. L. Hudson, G.E.R.A., R.N., Kowloon, writes follows:—"After reading Monday's *Telegraph* it appears that there are boxers on H.M.S. Hawkins, of all weights, anxious to get matches, and so, although considered a veteran, I will be pleased to accommodate any boxer of 10-stone. Kid Walters not barred. I am still in the running, and was runner-up in the United Services Tournament in Devonport last December and have engaged in two 6-ounce glove contests since, one of which I won."

"Teddy" Neal has also expressed a wish to meet anyone on the Hawkins or in the Colony at 9-stone, give or take 3lbs.

2,000-YEAR-OLD RELICS.

Excavations for the Cambrian Archaeological Association at the old Roman camp on the mountain side near Barmouth have produced relics—earthenware and horse-shoes—which experts judge to be over two thousand years old.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

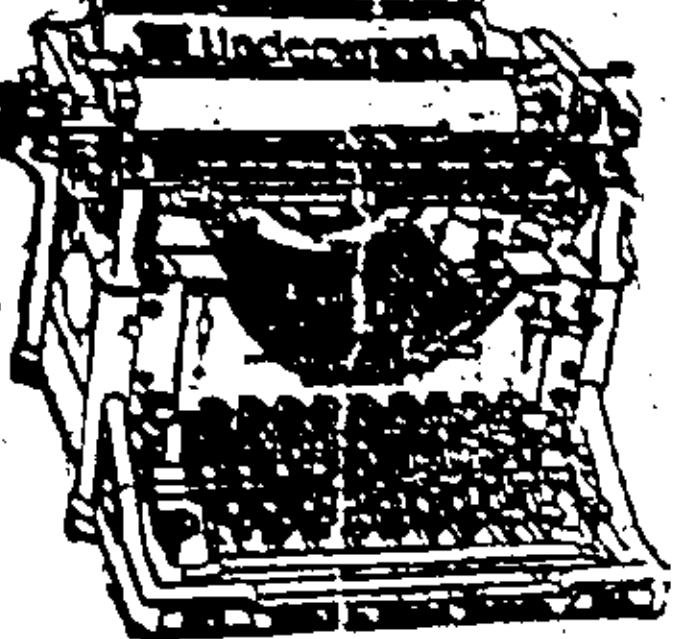
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.



NOTICES

UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET



THE CHEAPEST BECAUSE IT LASTS THE LONGEST

INSPECTION INVITED.

ODDWELL & CO. LTD.

MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO

ODDWELL & CO. LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO.

ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

3 STRAND 1 1/2 to 1 3/4 CIRCUMFERENCE	CABLE LAID 5 to 15 CIRCUMFERENCE	4 STRAND 3 to 10 CIRCUMFERENCE
---	--	--------------------------------------

Oil Drilling Cables of any size up to 3,000 feet in length. Prices, Samples and full particulars will be forwarded on application. SHEWAN TOMES & CO. General Managers.

OWING to the present high rate of EXCHANGE we are now offering our KODAKS and FILMS at very lowest possible prices. Inspection cordially invited.

A. TACK & CO.

20, Des Vœux Road, Ctl.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net. In Bags of 250 lbs. net.

SHEWAN, TOMES & CO. General Managers. Hongkong, 16th August, 1916.

HONGKONG JAPANESE MASSAGE ASSOCIATION.

Mr. U. SUGA Mrs. A. SUGA
8 Queen's Road Central, Hongkong.

METALS

of all kinds, especially for ship-building and engineering works. Largest and best assorted stock in the Colony.

SINGON & CO.,

(Established A. D. 1880.)
HING LUNG ST. Phone 515

MEE CHEUNG PHOTOGRAPHER.

FOR ARTISTIC PHOTOGRAPHS CALL AT ICE HOUSE STREET OR RING UP 1013.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

FOCH AND YOUNG FRANCE.

HIS VIEW OF GERMANY'S DEFEAT.

Germany, in the opinion of Marshal Foch, may be regarded as being completely defeated.

The Marshal has been spending a short holiday at his home in Brittany, and while there visited the holiday school at Kerlouis. He talked to the boys individually, and encouraged them to ask questions. One of them, who is preparing for the Ecole Polytechnique, addressed to him a question that all France and the world is asking: "Monsieur le Marechal," he said, "will you allow us to ask you whether Germany is thoroughly crushed; in other words, absolutely beaten?" With a striking gesture that forced the attention of all the boys standing round, Marshal Foch pointed to one of the Celtic crucifixes and said: "Suppose some stormy night lightning shattered that crucifix, how would one set about its restoration? Would one begin by sculpturing the fingers and the hair of Christ? On the contrary, it would be necessary first of all to rebuild the pedestal, and repair the granite base of the Cross. Well, it is exactly the same with the Germany that has collapsed. A new base and new balance will have to be found for the whole of the country. Yes, Germany is beaten and it is for you to guard by your prudence and by your work the precious victory that your seniors have gained by pain and sacrifice.

This was not the only incident of Marshal Foch's visit to the school. It was he who started questioning the boys, asking them what they intended to become. One of them, the boy already referred to, explained that he intended to enter the Ecole Polytechnique. "Well," replied the Marshal, "you will have to row hard to get there." The next boy, somewhat embarrassed, explained that he intended to become a chemist. He had evidently been ridiculed for his intention by his comrades, as they laughed at his reply; but Foch, who is not only a great soldier, but has other qualities, turned to them and said: "Do not not laugh; your comrade is right. He must become a chemist. We need chemists in France. There is no science that is so nearly bound up with the future of our industrial and military forces. Yes, you must be a chemist; you will become the richest of all your comrades here to-day, for France will not remain indifferent to this branch of science that she has neglected so long."

"Listen," he continued, "before the war I knew a young German chemist of 35 years of age who was in control of a factory, and he was paid £150,000 a year."

Marshal Foch emphasized his remarks by gestures with a stick that he carried. The boys wanted to know about this stick, and their curiosity was rewarded by an item of secret history. "That is my week-day stick," said the Marshal. "The Sunday one is kept in its case at headquarters."

The boys laughed, and Marshal Foch, continuing, said: "As a matter of fact, it is a trench stick that was given to me by one of my Poilus. Look how well it has been carved; look at it closely. It is the stick that drew out in gravel at Döhlens the plan of the Supreme Offensive."

This time there was no laughter. "ROBBING THE SOUTH."

With a view to keeping down the prices of food stuffs in Peking, the Governor of the Metropolitan Province has obtained permission from the Ministry of Finance to import two hundred thousand piculs of rice into the Capital from the South. The rice will be sold to the poorer classes at reduced prices.

NOTICE.

Tyres Made with a Determination to Make Them Good

You will find this spirit animating the workman bending over his machine—the inspector keenly vigilant for fault or flaw—the floor foreman checking the work as it leaves his department.

You will find it evidenced in the long list of Goodyear contributions to the tyre business—contributions in machines, in methods of manufacture, in factory and sales practice.

You will find it expressed clearly in the Goodyear Tyre itself.

For the effort spent, the endeavours for improvement made, the scruple exercised to make these tyres good, have had effect.

Goodyear Tyres really deliver great mileage at small cost.

There is a certain way to prove it, if you are dubious—by fitting them to your motor car. You will be surprised at the result.

SOLD EXCLUSIVELY BY

ALEX. ROSS. & CO.

4, Des Vœux Rd. H.K.

GOOD YEAR

DARING MOTORIST.

IN PURSUIT OF RUNAWAY HORSE.

An exciting incident is reported from Edmonton, and is thus described by an eye-witness: "I was in Fore-street when I heard shouts and saw a horse, attached to a van without a driver, careering along from the direction of Flanders End at 24 miles an hour. I joined with several others in the chase, but soon we were driven back to the footway by the frantic 'Toot! toot!' of a motor-car."

As the motor drew nearer the runaway we saw the driver stand in his seat and lean forward as if to seize the van, but the horse began to zigzag wildly all over the road, and for several seconds the driver was baffled. The he put on more speed and overtook

the horse. To our astonishment, he turned his car broadside in front of the galloping animal.

He stood in his seat and clutched at the reins with both hands, and the next moment the horse seemed to be right on top of the car. Then it turned aside and freed itself. The driver left his car, and raced beside the animal. He had checked its career, and he had little difficulty now in pulling it up. A crowd gathered to congratulate him.

The driver of the motor was going off when he was called back by the police, who found he had no driver's license with him. He gave the name of William John Graves, of the Five Horse Shoes, Hoddesdon, Herts. He told the police he had left his license behind, and they required him to fetch it at once. I believe he went home and came back to Edmonton with it all right.

NOTICES.

PIANOS

FOR HIRE

\$10 per month

THE ROBINSON PIANO CO. LTD.

DRAGON MOTOR CAR CO.

HEAD OFFICE & GARAGE—24 & 25 DES VœUX RD., CEN. BRANCHES 117 PRAYA EAST & 26 NATHAN RD., OWLOON.

SOLE AGENTS FOR:-

"CHANDLER," "HUDSON," "OVERLAND"

AND

ELGIN MOTOR CARS

HARLEY DAVIDSON MOTOR CYCLES

AGENTS FOR STERLING TYRES

NEW CARS & TYRES IN STOCK

TEL. 482. BEST CARS IN THE COLONY TEL. 482. FOR HIRE.

FOOK LEE & CO.,

always in stock, large quantities of

Tinplates, Wire nails, Pig Lead, Pig Iron, Steel Plates, Black Sheets, Galvanized Wire, Galod Sheets, Yellow Metal Sheathings & etc.

Telephone

1174 & 1950.

Nos. 2 & 4 Hillier Street, and at York Building, Chater Road.

UNIVERSAL IMPORT & EXPORT CO.,

GENERAL COMMISSION AGENTS.

行洋森寶

(Hotel Mansions, Top Floor)

P. O. BOX 548.

Telephone Address:

UNIVERSAL OF HONGKONG

MONTBAU-PARIS, FRANCE

VIOTYPE TYPEWRITER

Ideal for travellers. A machine that you can always have in your pocket. Given away at \$15.00 and \$20.00 each. No extra cost at The Victoria Printing Press.

Distributed by U. I. & E. Co.

Cables Used: A. B. C. 5th Edition. A. Z. French Edition.

MILK BOTTLES.

HOW MILLIONS ARE USED.

The average American milk bottle makes only seventeen trips before it is broken or lost. For every consumer who has a quart of milk delivered at the door each day the dealer in the course of a year has to supply twenty new bottles. This is the report made by dairy experts of the Department of Agriculture, who have just completed an investigation of the waste of millions of milk bottles annually.

The investigation, conducted in eighty-six cities, shows that the average milk dealer buys 17,699 new bottles a month, which are largely, though not entirely, replacement stock.

In sixteen of the cities investigated more than 8,000,000 sound milk bottles are collected annually from the city dumps, the specialists report. In some cities the business carried on by junk dealers is one of the most serious sources of milk-bottle losses, they say. Not only do they sell the bottles to the dealers in the city, but often ship them to other towns. Most states have no laws restricting such traffic. Only thirty-three cities had milk bottle exchanges or places where milk bottles from all sources are sorted out and returned to the owner, provided he is a member of the exchange. Nineteen states have regulations governing the use of milk bottles, the report concludes, and seventy-two cities reported the use by dealers of other dealers' bottles.

DOINGS OF THE DUFFS.

Tom Figures Married Men Are Punished.

BY ALLMAN.



ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU
DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

TWO CENTS IF NOT PREPAID

A SMALL ADVERTISEMENT IN THESE COLUMNS
WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAIT BOX No.:—271

WANTED.

WANTED.—Second engineer for British steamer "Sisiman". Apply Germaine Cigar Store 18 Nathan Road, Kowloon.

WANTED.—Required immediately an experienced stenographer and typist (Male or Female) for Professional Firm. Apply Box 272 c/o "Hongkong Telegraph."

WANTED.—Reliable and competent Chinese Bookkeeper. Must have good references. State previous experience and salary expected. Apply Box 274 c/o "Hongkong Telegraph."

WANTED.—French language and music lessons each Monday, Wednesday and Friday 5.30 to 7 p.m. Ten Dollars monthly. Apply P. Lauby, 50A Nathan Road, Kowloon.

TO BE LET.

TO BE LET.—A Vacant Plot of Land, in Praya East. Apply to The Hongkong Land Reclamation & Agency Co., Ltd.

TO BE LET.—A vacant plot of land at Yau Ma Tei. Apply to The Hongkong Land Reclamation & Agency Co., Ltd.

TO BE LET.—A House in Knutsford Terrace, Kowloon. Apply to The Hongkong Land Reclamation & Agency Co., Ltd.

TO BE LET.—A five roomed house at the Peak, to let from 15th December 1919. Apply to Linstead & Davis.

FOR SALE.

FOR SALE.—Indian Motor Cycle & Sidecar complete with hood etc. 1917 Electric Power Plus Model. Apply Box 243 c/o "Hongkong Telegraph."

TANK SECRETS.

A BROOD OF MONSTERS.

Bournemouth, September 20. The war again loomed large in today's programme of the British Association. Besides, however, being told many things we did not know about the tanks by which the war was won, we were also shown by more than one lecturer how the lessons taught by the war will be valuable in the future.

The greatest interest was naturally felt in paper of Sir Ernest Tennison D'Eyncourt, M.P. His position at the Admiralty enabled him to speak with unquestionable authority.

At the outset he disposed of the vexed question as to who invented the tank. He said nobody did it was the result of the work of many brains. His terms were found in the armed chariots of ancient races. The success of armoured cars first suggested to the Admiralty the possibility of extending the idea, and he encouraged and provided funds for experiments. The latter went on when Mr. Balfour was First Lord, and in due course the Army took up the idea.

The first "mother" tank, as it was called, was exhibited at Farnborough in a chosen party on Feb. 2, 1916 and shortly afterwards it was inspected by the King. Another type called "Little Willie" was rejected because it was too slow. By that time the caterpillar type was adopted. The difficulties of manufacture were at that time enormous, and the lecturer paid a handsome tribute to the genius of Sir Albert Stern in overcoming them and securing the necessary material.

The tanks made their first appearance at the battle of the Somme in the summer of 1916. They did wonders, but not quite so much as was expected, because the circumstances were most unfavourable. In one way their comparative want of success was a Godsend, for while it taught the enemy to underrate them, and it was not till much later that he took serious steps to beat them. By that time, however, we had hopelessly outdistanced him.

The rest of the story of the tanks was told impressively, and the part they played not only in the tactics but the whole strategy of the 1918 campaign was clearly shown while the moral effect they had on the enemy was not lost sight of. But most of this is not unfamiliar. The work done by Col. Sir A. Swinton and Sir W. Tritton was enthusiastically praised, as well as the skill and heroism of the officers and men who took the tanks into battle.

It was, the lecturer pointed out, one of the most wonderful things in the history of war and engineering that, in the most difficult circumstances imaginable, it should have been possible to create an entirely new industry out of nothing. Other industries had made vast strides, but of at any rate these foundations had existed in 1914.

A few facts and figures will be of general interest. The total number of tanks built was 2,635; the largest number in action simultaneously was 400, not including 4,000 more, some of which included large bodies of the enemy to surround. The earliest tanks needed four men to control them. Now they are worked by one man. Their weight has decreased; their speed has increased. The "mother" tank had engines of 105-hp, but the latest engines in tanks are 300-hp.

Sir Charles Parsons alluded to difficulties which tank enthusiasts had met at Whitehall; "but then," he added, amid much laughter and cheers, "politicians are curious creatures."

In the discussion which followed Mr. Robert Mond spoke of the effects of Germany's policy of seizing most important regions, and another speaker who has recently been on the Rhine told his hearers comforting things about the difficulties that German industry had to combat and to which it finally succumbed.

Professor Cornish's paper on the "Geography of Imperial Defence" was highly interesting and extremely controversial. He described the vulnerable points of our sea communications, and showed how German control of the Kiel Canal would jeopardise our naval communications with Poland. Finally, he showed the important part played by the West Coast of Ireland in Imperial defence.

Dr. Waller's device for photographing emotions, shown to the psychologists, attracted a good deal of attention. He is enabled to record electrical disturbances of the system, which vary greatly in different individuals. The most interesting records were those of a person during an air-raid. From this it was easy to see when the barrage was in full swing and when there was a lull.

On another occasion he was dealing with a man who said he was deaf, but when he said to his assistant "we shall have to stick a pin into this man" the recorder began to work, and thus he was able to convince the patient that he did hear. Though the fact of this disturbance has been established, it is not yet known precisely what kind it is, nor whether it differs with different emotions. Further enlightenment on this subject may make it of value in dealing with nervous affections.

NOTICES.

PIANOS

TO HIRE

FROM

\$10.

PER MONTH.

TUNING & REGULAR

ATTENTION INCLUSIVE.

MOUTRIE'S

DON'T

let the consequences through

NEGLECT

in failing to procure glasses to

prevent the strain on

YOUR EYES

Let us fit you with just the

glasses you need without delaying

A DAY LONGER.

N. LAZARUS

OPHTHALMIC OPTICIAN

28, Queen's Road, Central.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: Nos. 47 & 48 Connaught Road Central, Hongkong.

Tel. No. 2230.

Branch Office: 101 & 101A, Nanjing Road, Shanghai, China.

A REDUCTION OF 20

is allowed on the retail prices of all our

VERMICELLI, PASTE STARS, MACARONI, EGG-

NOODLES, and all other kinds of Soup stuff,

in respect of the OPENING CEREMONY OF

OUR NEW FACTORY AT CAUSEWAY BAY,

HONGKONG, ON THE 25TH OCTOBER, 1919,

for 20 days from the 25th inst. to the 14th

November Prox.

TRADE MARK

GIMBAL'S

CHOCOLATES

COLONIAL DISPENSARY

14, Queen's Road Central

Telephone No. 1877.

EVERY DROP OF



Brandy is unequalled as a pleasant whole-some stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.

Sole Agents,

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

16, Queen's Road, Central, HONGKONG.

PUBLIC SPEAKING.

HOW THE WAR HAS IMPROVED US.

Mr. David Hayle, writes to the Daily News—

A gift for public speaking cannot be described as a characteristic of the Englishman. During the war, however, the lecturing which formed part of the duties of large numbers of officers and N.C.O.s compelled many a man to overcome a deep-seated aversion to holding forth before his own fellow-creatures. As a result, a distinct increase in ease and assurance is noticeable in such of our younger men as are from time to time called up to address a meeting or contribute an after-dinner speech.

What subaltern will forget that first wet day when the order came round: "Platoon, commanders will lecture platoons in their quarters"? When he stood up before his men every idea he had ever had seemed suddenly to have left his head. The knowledge that his hearers were aware of his discomfort and criticising his performance did not exactly improve matters. With each repetition of the ordeal, however, he gained greater self-confidence. Many and valuable were the lessons he learnt in the art of holding attention or regaining it when it flagged. To get any good results he had to interest his audience, and the weightier his subject the more effective was a certain raciness of style in rendering it digestible.

The lecturing of the private soldier was indeed a liberal education in the rudiments of public speaking. Thought he might not, perhaps, give audible expression to his disapproval, he contrived, somehow or another to make it fairly evident when he had had enough. On the other hand, if he was interested, he would not hesitate to call out: "Can't hear at the back, sir," if the speaker's voice was not sufficiently distinct. Without such helpful criticism of his elocution, many a man labouring under the delusion that he was shouting loud enough to wake the dead would have continued in ignorance of the fact that he was inaudible at ten or fifteen yards.

WHITE STAR JUBILEE.

ROMANTIC STORY OF THE WORLD'S BIGGEST SHIPS.

The White Star Line celebrated recently its 20th anniversary. The first of the famous line of big ships to be built was the Oceanic, of 3,707 tons, in 1871. In those days, she created a considerable sensation.

Other vessels followed, and in 1874-1875 two larger ships, the first Britannic and Germanic, were built. The Britannic, in 1877, crossed from Queenstown to New York in seven days 10 hours 50 min., excelling the previous best Atlantic passage by three hours. In later years came the Teutonic and Majestic, twin-screw steamers each of 10,000 tons. For many years these famous liners were favourites with trans-Atlantic travellers, and the Teutonic did valuable work in the war as an armed cruiser.

The inauguration of a service of twin-screw passenger and cargo steamers between Liverpool, South Africa, and Australia took place in 1899, when the Medic sailed from the Mersey the sister-ships associated with her being the Afric (lost in the war), Persic, Runic, and Suevic, all of about 12,000 tons.

Steamer after steamer of increasing tonnage was quickly added, the Celtic and Cadric each of 21,000 tons, the Baltic, of 24,000 tons, and the Adriatic, 25,000 tons. For many years past the White Star Line has produced time after time the largest vessel in existence.

The ambition to construct a steamer that would eclipse any merchantman afloat was realised in the Olympic, a triple-screw steamer of 45,359 tons. This ship, whose tonnage exceeded almost by 50 per cent. that of her largest predecessor, first sailed from Southampton to New York on June 14, 1911. The Britannic, as the newest leviathan was named, was unhappily not permitted to justify the hopes of proving a valuable adjunct to the fleet. After marvellous work as a hospital ship in the war she was sunk by the enemy in the Aegean in 1916.

CHOLERA IN KOREA.

There is a veritable epidemic of cholera in Korea. Fully 9,000 persons have been suffering from the disease, which is said to be still raging, despite the utmost efforts of the authorities to suppress the epidemic.

NOTICES.

JUST RECEIVED

ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEARING SURFACES INSTEAD OF ONE

IN CHARMING COLOURINGS AND DESIGNS.

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN

SQUARES, SOFA AND HEARTH RUGS.

ALSO

AXMINSTER SQUARES

WOVEN IN ONE PIECE WITHOUT SEAM

NEW DESIGN, EFFECTIVE COLOURINGS

INSPECTION INVITED.

LANE, CRAWFORD & CO.

BY

APPOINTMENT.

WATSON'S

DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 75

A. S. WATSON & CO., LTD.

BRATED WATER MANUFACTURERS.

TELEPHONE 436.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND

HARDWARE MERCHANTS.

PHONE NO. 1116.

25, WING WOO ST.

CENTRAL.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

We the UNDERSIGNED being General Agents for THE MOTOR UNION INSURANCE CO., LTD., are prepared to issue POLICIES against FIRE, MARINE, and MOTOR ACCIDENT risks at current rates.

Particulars from

UNION TRADING CO.

Prince's Building.

統 THE 办
辦 WING ON CO., LTD. 安
資 HONGKONG. 有

MOST UP-TO-DATE AND CHEAPEST HOUSE

IN HONGKONG.

PROMPT ATTENTION GIVEN TO ORDERS.

品 UNIVERSAL PROVIDERS. 司

PIANO

TUNING & REPAIRING IS OUR
SPECIALITY. SATISFACTION
GUARANTEE.

JAMES LAU & CO.

Tel 2916. 26, Wyndham St.

WATSON'S HYGIENOL

A Powerful Disinfectant, Germicide,
Antiseptic and Deodoriser.

In handy tins, containing about gallon.
Price reduced owing to the high rate of exchange to
\$2.25 per tin.

A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

ACKNOWLEDGEMENT.

Mr. and Mrs. C. E. Holmes and family thank their many friends for their expressions of kind sympathy in their sad bereavement.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 5, 1919.

BRITAIN'S LATEST CRISIS.

There can be no question that Britain is in grave danger of suffering more as a result of the war than any other first-class nation that was involved in the struggle. News has been coming through with very uncomfortable persistence of how the financial position has been on the verge of collapse, and the latest wires to hand, although somewhat lamentably delayed in transmission, deal almost exclusively with an important debate that has taken place on the subject in the House of Commons. It is a little difficult for us out here to gain an exact appreciation of all the points in this matter, but the thing that stands out clear is that the country has possibly never been faced with a situation of greater economic gravity since it became an industrial and financial centre. In trying to get one's thoughts straight it is essential that there should be borne in mind all that has happened since the war in 1914 came to upset the normal state of things.

It must be remembered that before the war Britain was the greatest trading nation in the world. Although it had few raw materials of its own, it drew from distant lands and its ships were in every sea. Through its great banking system it financed operations in every continent; and it could well be said that "the world paid toll to Britain." To-day its national debt is of incomprehensible magnitude. The latest figures show that it is more than forty-four per cent. of Britain's estimated national wealth, more than four-fifths of the country's estimated national wealth, more than four-fifths of the country's estimated national wealth, more than four-fifths of the country's estimated national wealth. When one tries to think of the millions of workers who were taken from industry to line the battlefronts or man the warships, or manufacture munitions, one can see how the earning power of the nation so greatly decreased. When the war did end Britain was undoubtedly approaching physical exhaustion. The absorption of the returning soldiers into industry was a very intricate problem and the Government grant of unemployment benefit—intended to help a man during his transition from soldier to civilian—very unfortunately was turned into a premium on idleness. Thousands of men, so long as they could get this Government grant, neither sought work nor wanted it. Idleness has resulted in a very considerable decrease in production in nearly every line of British industry, and particularly that of coal, which forms the very base of Britain's industrial power. Reduced hours of working, in consequence of Trade Union organisation, has materially assisted in the reduction of output of every manufactured article, and Britain is not selling abroad nearly so much as she is forced to buy for her sustenance. Considering this reduction in the amount available for export the increased cost of domestic supplies, and all the other factors, it is not difficult to imagine, unless there is a speedy remedy, the loss of Britain's international trade and a very serious position as regards cost of living and production. The whole of the news we have been getting through from Home boils down to a consideration of this position together with projects and suggestions to bring about an improvement.

The question of national expenditure is discussed in the latest telegrams, and there is no need here to review the many points of the debate. The reduction of spending on the Army and Navy certainly should be carried as far as possible, consonant with national safety. The reductions foreshadowed in this respect ought to prove a great relief. The income from Customs and Excise, tea and tobacco, has gratifyingly been much larger than was expected, and the cessation of the unemployment donation on November 21 should be a material help. But against this there must be placed the fact that we shall not get all that is really due from Germany this year, and there will be delay in receiving the monies due from the Allies and the great self-governing Colonies. The discussion of a levy on capital as a whole to meet the situation leads us to believe that such will not be introduced, but there might very possibly be some means found for the nation to benefit by the great fortunes that have been privately amassed during the war. But out of it all there comes the assurance that during 1920 there should be a substantial surplus available for the reduction of the National Debt without additional taxation or borrowing. Britain is undoubtedly going through a crisis and her public men are wholeheartedly giving of their time and genius to pull through. With the general public growing to realise the position, there will inevitably come a great common effort to fight off the threat, just as there was in 1914 a common shout of acceptance of Germany's boastful challenge. By something inherent the Briton can never go under—when he knows facts he faces them and wins.

NOTES & COMMENTS.

WHAT DID IT COST?

A reader has asked us whether it is a fact that the work of connecting Upper Albert Road with Garden Road involved an expenditure of \$79,700, which sum has been mentioned in connection with the improvement. The answer is in the negative, as Parliamentarians are wont to say, though we can understand the confusion created on the point. At the last Legislative Council meeting but one, a vote for \$45,000 was approved, and in explaining it the Chairman of the Finance Committee stated that this was expenditure incurred mainly near buildings which have just been completed. He added that the connection of Upper Albert and Garden Roads cost more than anticipated, as, upon opening the road, water mains and various pipes were discovered which had to be removed. The cost of the whole of the work under the vote, he said, was \$79,700 (the figure which has struck in our enquirer's mind), the original vote having been \$35,000. This inflation of the vote by \$44,700 on an estimate of \$35,000 is enough to stagger anyone.

A WONDERFUL "DISCOVERY."

Now, this more than doubling of the estimate may be quite all right, and no doubt the money has been spent. But we do not like the method which allows such an over-stepping of original intentions. Most of all, we disapprove of a possibly huge increase in a particular undertaking, such as this Garden Road improvement, being kept from public knowledge by getting it lumped into a general sum covering other work as well. What we should like to know is how much of the extra \$44,700 required on the vote was spent on making motor traffic possible between Upper Albert and Garden Roads. It would be as well if one of our Unofficials addressed a direct question to the Government on the matter. In explaining the increased cost of this work, the Chairman of the Finance Committee spoke of water mains and various pipes being "discovered" upon the opening of the road. The expression astounds us. Do not the P.W.D. archives contain plans showing all water mains in the city? We could understand the expression if the reference were to Roman ruins or prehistoric samshu jars. But it is ridiculous to speak of "discovering" water mains and other pipes. Surely the P.W.D. knew that these mains were there when the estimate was first drawn up. Then why the unexpectedly heavy expense? Anyhow, the public has a right to know what this little bit of work cost. When the figure is supplied it may possibly be found that the sum was sufficient to "discover" a whole buried city and to pay the passage out from Home, and back, of a real, live Egyptologist in addition.

CHILD SLAVERY.

Whether slavery does or does not exist in Hongkong is a matter upon which different people have different ideas, according to their conception of the meaning of the term. One of our Registrars General once referred, in his annual report, to a state of affairs which he admitted was at any rate closely allied to it. But on one point there will be no dispute, and that is that Chinese children are bought and sold in this British Colony, without their consent being in any way obtained, and that no attempt whatever is made to hide the fact. That is a Chinese custom, and whilst we admit that very many of these children are far happier in their servitude than they would be in freedom, we say unhesitatingly that it is a custom that ought to be suppressed. We can understand the horror of the lady who wrote us yesterday at discovering the existence of this pernicious system in a British Colony, and whilst we agree with the sentiments she expresses we are glad that she realises the difficulties of the matter. We wish her success in her determination to get the matter brought to the notice of influential persons at Home. It may interest her to learn that the very first enactment passed when Hongkong became British was an anti-slavery Bill, but that this measure was disallowed by the Home Government as it was considered that the Imperial Statutes for the abolition of slavery extended, by their own proper force and authority, to Hongkong. That means that the laws against trafficking in human beings are still operative. Then why are they not rigidly enforced?

DAY BY DAY.

NO MAN EVER STATED HIS GRIEF
HALF AS LIGHTLY AS HE MIGHT.
—Emerson.

To-day is Guy Fawkes' Day.

The Alacrity, Vice Admiral Duff's Yacht, has arrived in Hongkong.

Yesterday's health return shows one fatal case of gastro-enteritis, the victim being a Chinese.

Mr. and Mrs. C. D. Lambert returned to the Colony by the Tamba Maru. Mr. Lambert held a Captain's Commission during the war.

It is believed that a young Portuguese youth, who left Hongkong for Canton, in search of employment, has committed suicide. It appears that his dead body was found in one of the streets, with a knife grasped in his hand.

Mr. J. Bentley, who was previously Manager of Messrs. Thomas Cook and Son here, and went Home to join the Army with the contingent which left by the Empress of Russia on May 18th, has joined the staff of the Union Insurance Company of Canton.

A Chinese woman was before Mr. R. O. Hutchison, to-day, charged with unlawful possession of six tins of prepared opium. Defendant pleaded not guilty, and said that she had brought the opium from Hainan. She did not know the laws of Hongkong. She was fined \$500, with the option of six months' hard labour.

A strenuous struggle between N. Mishu, of Rumania, and S. C. Wu, of China, was the outstanding feature of the second day's play in the Hurlingham Open Lawn Tennis Tournament on 16th September. Wu, a player with every evidence of good coaching, placed the ball with great accuracy, and, getting nearly everything back, won the first set at 13-11. Mishu then improved and won the second set at 6-3. Wu led at 3-4 in the final set, but Mishu made a great effort, and won the next three games, the set, and the match.

A Chinese was before Mr. R. E. Lindsell to-day charged with unlawful possession of a revolver and 200 rounds of ammunition. Mr. Leo d'Almada appeared for defence, and pleaded not guilty. A Chinese constable gave evidence that whilst he was on search duty yesterday, at 3.45 p.m. on board the s.s. Sunning, next to the Hau Tak Wharf, the defendant's luggage was being searched. The key to open the first box was handed to him by the defendant's friend. Defendant then produced a key to open the second box. After emptying all the contents of the latter's box, witness suspected a false bottom, so he broke open a part of the bottom and discovered the ammunition, enclosed in holes bored in the bottom of the box. Mr. Lindsell imposed a fine of \$100 on the man. The arms and ammunition were confiscated.

RIFLE LEAGUE.

DEFENCE CORPS DECISION.

Major Wakeman presided at a meeting of members of the Hongkong Defence Corps held at Headquarters last evening to discuss matters regarding the selection of a team to represent the Corps in the Rifle League.

After discussion it was resolved that Corporal Grimes, Sgt. Major Frith and Corporal Lyon form a committee to select a team, the last named consenting to act as Secretary should Pte. Jenkins, who is absent from the Colony, not wish to continue in that capacity.

The Chairman announced that ammunition would be supplied to those taking part in the competition, and would also be sold at a reduced price for practice.

It was resolved that practice begin on Monday, 10th inst., and that each unit of the Corps should nominate its representatives.

SIR CHARLES ELIOT.

AN AMERICAN APPRECIATION.

Great Britain may be congratulated, says a writer in the *Washington Post*, on the selection of Sir Charles Eliot, her new Ambassador to Japan, in succession to Sir Conyngham Greene, for Sir Charles, who has just been accredited to the court of the Mikado, is one of the most able men of the British diplomatic service, and has been for the past year or more, England's High Commissioner and Plenipotentiary in Siberia, with supreme control of all her agents, military and civil.

Until his appointment as high commissioner in Siberia, in the summer of last year, he was president of the University of Hongkong, a richly endowed institution, devised for the purpose of enabling the people of China to obtain all the academic advantages of an English university training without being obliged to travel halfway round the world.

Sir Charles possesses the most extraordinary mastery of the Russian and especially of the Chinese languages, and since the latter stands in the same relation toward Japanese that Latin does toward English and the Chinese letters are very largely used in official, court and social correspondence in Japan, Sir Charles' knowledge of Chinese and, above all, of the Chinese classics will give him an altogether privileged position at Tokyo.

SECRETARY OF EMBASSY IN U.S. Sir Charles was secretary of the British embassy at Washington at the time of the American war with Spain and was afterward Great Britain's high commissioner to Samoa in the joint controversy of England and the United States with Germany about the possession of the Samoan group. During his stay in American he developed a very close and intimate friendship with the late Theodore Roosevelt, who held him in high regard.

He differs from Sir Conyngham Greene, the most suave of diplomats, in being of a very strong and masterful character, and some sixteen or seventeen years ago resigned from the diplomatic service, sooner than comply with the instructions of the then secretary of state for foreign affairs, the Marquis of Lansdowne—instructions to which he was opposed on grounds of lofty principle.

Even in those days he was so highly thought of by his countrymen that the London newspapers printed columns of expressions regret at the idea of the nation being deprived of the services of so valuable a servant. A few months afterward he was appointed vice-chancellor and rector of the University of Sheffield at a salary calculated to cause the lips of even an American college president to water, and was some years later requested by the secretary of state for the colonies to undertake the organization and the direction of the Imperial University of Hongkong.

GETS ON WELL WITH JAPANESE.

Sir Charles, however, in spite of his masterfulness and determination, has managed to get on capitally with the Japanese in Siberia during the last eighteen months. Although the situations have frequently been of the most delicate character, owing to the lack of unity of the Entente powers on the subject of their policies with regard to Siberia and Russia, yet he not only managed to maintain the most agreeable relations with the Japanese commanders, but even was able to induce them to defer to his views, although Japan was the only power that had really a large body of troops, some 60,000 men or more, in Siberia.

It may be recalled that the intercourse between the American and Japanese commanders sometimes almost reached the breaking point, owing to the nature of the instructions sent to Gen. Graves from Washington—instructions indicating not only a lack of decision with regard to the Bolshevik insurgents, but also a lack of confidence in our Japanese allies. If ruptures were averted, it was largely due to the diplomacy of Sir Charles.

HIS RISE EXCEEDINGLY RAPID. Belonging to a junior branch of the ancient Devon family, of which the Earl of St. Germans is the chief, Charles Eliot carried everything before him at Oxford, and although a member of Balliol, was offered, without examination, a £2,000 a year fellowship of Trinity College, which he still retains. He entered the diplomatic service at the suggestion and on the nomination of Lord Rosebery, some 24 years

HONGKONG

ELECTRIC CO.

PURCHASE OF PROPERTY.

The Hongkong Electric Company, Ltd., has recently acquired an important block of property at Nos. 1 and 1A, Duddell Street, these being five-storey premises occupied by Messrs. Soares and Company and other firms.

Upon enquiry we learn that the front portion, No. 1, Duddell Street, is to be used by the Company as a show room, godown, store and Meter Department, while the back portion, No. 1A, will be utilised as a sub-station for both lighting and lifts, in place of the premises just being vacated by the company at No. 4, Des Voeux Road Central.

The buildings will be occupied as soon as the repairs and alterations are completed.

NOVEL INCIDENT.

DUTCH VESSEL RECALLED BY WIRELESS.

A very novel occurrence happened yesterday in the harbour. The s.s. Tjikini, belonging to the Java-China-Japan Line Fleet, left yesterday at 7 o'clock for Yokohama without signing the clearance certificate at the Harbour Office and paying the harbour and buoy dues.

At 10.30 a.m. a wireless was sent to the ship recalling her to Hongkong. She obeyed the order and came into port at 4 o'clock, signed the clearance certificate and departed at 5 o'clock.

The Master of the vessel pleaded oversight. We understand the maximum penalty for such an offence is \$5,000.

FORTHCOMING MARRIAGES.

Among the forthcoming marriages are the following:

Mr. E.E. Brown, of the Robert Dollar Co., to Miss H. M. Rohr, en route to Hongkong from San Francisco by s.s. Nile.

Mr. Wm. A. Muford, Writer, of H. M. Dockyard, to Miss Eva To, 11, Old Bailey.

Mr. Frederick G. Thompson, of the Dairy Farm Co. Ltd., to Miss Beatrice M. Mills, teacher at Diocesan Boys' School.

ago, and his rise has therefore been exceptionally rapid. He has served in turn at Petrograd, at Tangiers, at Sofia, at Belgrade and at Bucharest, and is able to converse fluently in Turkish, Syriac, Arabic and Persian.

He has even published a Finnish grammar, which at the time he produced it—it was during his stay at Petrograd—was regarded in the service as indicating the possession of an almost demoniacal "craze for knowledge," since there was no sign then of any diplomatic controversy between England and Russia, in which a knowledge of the Finnish language would be useful.

ESCAPED MANY PERILS.

Sir Charles Eliot, who owes his title to his star of the Order of St. Michael and George, is unmarried, is 55 years of age and may be said to bear a charmed life, for during the past twelve months he has been travelling all over that huge tract of country which extends from the Pacific coast at Vladivostok to the Ural Mountains, a region infested with armed hands of Bolsheviks, of Germans and of Austrians, who, although under the command of their own officers, are nothing more nor less than brigands of the most merciless character, and by all sorts of other bandits similarly interested in obstructing the projects of the allied powers for the restoration of law and order in Asiatic and European Russia.

Had Sir Charles been killed, injured, imprisoned, had he been even turned back had he quarrelled with any of the various Allied command and diplomat matters would have been even still more complicated than they are to-day. That he should have lived through it all unharmed, either physically or in reputation, and should have even emerged therefrom with vastly increased prestige, promises well for the success of his embassy at Tokyo, where a British Ambassador of strength and decision of character is needed.

It is just as well for the peace of the world that there should be a strong man in Tokyo to keep before the eyes of the Japanese people the fact that England has for some eighteen years past been the principal and most powerful ally of Dai Nippon, and that if Japan has been useful to England in the present war, the latter, with its virtual supremacy of the sea and control, despite all that is contended to the contrary, of the money markets of the world, is infinitely more useful to Japan, made.

FOOTBALL.

NEXT SATURDAY'S LEAGUE PROGRAMME.

After their brilliant display on Saturday last the Navy will be strongly fancied for championship honours again this Season, and the match on Saturday should prove a real test of strength as the Club is always a difficult team to beat. The Club and Navy are well matched as regards weight, but it would appear that the Navy possess more speed and are more adaptable in front of goal. Fast forward play and quick shooting will baffle any defence, and in this respect so far this season, Navy have shown very superior to the Club, who do not score to the value of their share of the game. The Navy possess many players fresh from English football, and this may account for their surprising dash in the opening matches. The match should be a good one, with not much in it any way.

South China may snatch a victory from R. G. A. who will later in the season turn out a very powerful pair of teams, as large new drafts have already left Home for Hongkong, and St. Joseph's should just do the trick against the Police as last week's match cannot be taken as a correct criterion of St. Joseph's form.

The junior matches are not so attractive this week. The strong Staffs team which will again include Wain, their sturdy full back, but will be without Emberley, should beat Club de Recreio, and Navy Res. who can turn out a very strong 2nd XI should also beat the Manchester Regt. The R.A. (R) game with Kowloon will not be played owing to the R.A.'s inability at present to put two XI's in the field, and Kowloon will probably fix up with South China Reserves.

The games on Saturday, in the natural order of things, will draw very large crowds and there is one unpleasant feature of our popular Saturday sport, which must be remedied at as early a date as practicable, and that is the roping of the Navy and Military Grounds. This was drawn attention to repeatedly last season, and the failure to enclose these grounds satisfactorily is a great deterrent to good sport at the Valley. The civilian Club do not experience any difficulty and it is certain that if the matter is only a question of funds, Master Gunner May and Mr. Warne R.N., if they take this matter up, would receive any support they required from the Hongkong sporting fraternity or otherwise. The two well known sportsmen of the Hongkong Club who were unfortunate victims of last week's misunderstanding is perhaps an instance of what can happen on such a scattered area as the Valley playing grounds, and these gentlemen's sporting records are sufficient excuse for the incident; and condemnation of the state of affairs which allows a playing ground to be subject to all and sundry interruptions. The spectators should be kept at last six feet away from the playing area, but without ropes this is impossible. Feeling always runs high at football matches, and the players' comfort should be studied. A sprinkling of officials connected with the contesting teams, here and there round the field, inside the ropes during the game, would also be a distinct advantage.

The games and officials for Saturday's matches are as follows:

HONGKONG LEAGUE: DIVISION I.

Royal Navy v. Club.—Club Ground, kick-off, 4.30; referee, Mr. F. Wright.

R.A. v. South China.—Navy Ground, kick-off 4.30; referee, Mr. J. Coaker.

St. Joseph's v. Hongkong Police.—Military Ground, kick-off 4.30; referee, Lieut. Snook.

HONGKONG LEAGUE: DIVISION II.

Manchester Regt. v. Royal Navy (R).—Club Ground, kick-off 3.00; referee, Lt. Thornton.

Club de Recreio v. Staffs and Depts.—Navy Ground, kick-off 3.00; referee, Mr. Langford.

Kowloon v. South China Res.—Military Ground, kick-off 3.00; referee, Mr. Whistler.

QUIZ.

SMART SEIZURE OF OPIUM.

The Hongkong Police made a very smart seizure last night. They boarded the Sui An, which had arrived from Macao, and after a search of a short duration found 1,500 tins of opium concealed on top of the chief officer's cabin, between the cabin and the awning.

No arrests have so far been made.

YEE SANG FAT CO.

GENTLEMENS' FELT HATS

Smart Style. Fine Quality.
Assorted Colours.

Prices \$3.25 to \$12.00 each.

A large assortment of
BABY'S BLANKETS

Cortex Finish

"Soft as Rabbit skin."

Prices \$1.75 to \$8.50.

YEE SANG FAT CO.,

Queen's Road, & D'Aguilar Street.

TELEPHONE 1355.

EARLIER TELEGRAMS.

THE FINANCIAL DEBATE.

London, Oct. 29.

In the financial debate in the House of Commons, Mr. Churchill stated that owing to the reduced armaments of occupation Germany's indebtedness had been reduced to £115,000,000. This amount would not be received this year, although Germany had paid about £11,000,000 in currency for the use of the troops in Cologne. The Dominions owed the War Office £50,000,000 in connection with the maintenance of troops in the field during the war. He now anticipated that owing to financial difficulties in Australia he would receive only £15,000,000 out of the £55,000,000 anticipated in the Budget, but the other £30,000,000 was a good debt whereas the Dominions were paying interest.

Mr. Churchill pointed out that £67,000,000 out of the £115,000,000 which was the unbalanced War Office deficit, constituted deferred payment. The remaining £51,000,000 was accounted for by increased pay for the army, the railway strike, rupee exchange and small unanticipated delays in demobilisation. At present there were 50,000 troops on the Rhine. By Nov. 15 there would be 45,000, which number would immediately thereafter be reduced by 12,000. Fourteen thousand were necessary for garrisoning Cologne and sixteen thousand for the plebiscitary division under the Treaty, who would remain from six to seven months. We were guarding 198,000 Germans in France but were dispersing as fast as possible 100,000 Chinese native labourers.

Concluding, Mr. Churchill optimistically reviewed the situation in Russia. Denikin had now gained enormous territory, including the richest part of Russia with a population of 4,000,000. Denikin had taken 200,000 prisoners since May. His army was composed of between 200,000 and 400,000, who were well-organised. Trade was beginning and railways starting, with every hope that this territory would escape the privations of the rest of Russia. In March, when serious fighting began, there were 430,000 Bolshevik troops and 20,000 anti-Bolsheviks. By September there were 450,000 Bolsheviks and 60,000 anti-Bolsheviks. (Cheers.) Denikin had been advised that we expected his forces to become self-supporting by the end of the present financial year. Meanwhile the Cabinet approved the final contribution to Denikin of surplus stores valued at £15,000,000 which would be despatched gradually during the winter. Hence we were approaching the end of our own entanglement in Russia in a way which was securing the same objects as those of the anti-Bolsheviks. He hoped we would not be accused of militarism. He pointed out that Britain alone among the nations of the world had taken steps which would shortly abolish conscription. It was the only country in Europe which practised what it preached. It translated the sentiments of the League into a great and swift policy of disarmament. (Cheers.)

The debate was continued by Mr. J. R. Clynes. Moving an amendment declaring the present national war expenditure unjustifiable, urging drastic economy and advocating a levy on capital and reversion to the State of war fortunes for the purpose of reducing the national debt, he remarked that the worse the financial condition the more cheerful was the Chancellor. The Labour Party contended that the financial situation was so extraordinary as to call for extraordinary measures.

Mr. Clynes urged enquiry on the question of the capital levy.

Lord Robert Cecil supported and asked what allowances were made for expenses involved in the British mandates. He was very doubtful whether any territories mandated to Britain would pay expenses for many years.

Mr. Chamberlain, interrupting, was understood to say that Palestine was paying its way.

Mr. Lloyd George, replying to the debate, opined that the Chancellor had knocked the bottom out of the case of the critics. He emphasised their disagreements as regards where to retrench and said that the greatest expenditure was the Army and Navy. He pointed out that the Navy was at present only a pre-war Navy. It would be less at the end of the financial year. Continuing he gave details as regards reduction of personnel of the Army, Navy and Air Force by February. The forecast for March 31st was for 825,000 men. Actually there would be only 800,000. He asked was this nothing? Next year there would be a substantial surplus for reduction of debt. Provision for liquidation of the debt in fifty years was one of the most magnificent propositions concerning international liability ever advanced. It would resound all over the world. It was a testimony to British courage and foresight. Mr. Lloyd George said the critics saw only the enormous expenditure, therefore the elementary facts of the situation must be re-emphasised. There had been the costliest war in the world's history, entailing the enormous debt of £28,000,000,000, for which interest must be paid. The sinking fund was provided and because the Government faced this annual charge of £400,000,000 they were charged with extravagance. Furthermore, responding to pressure from members Mr. Lloyd George said the Government had established pensions amounting to £120,000,000 annually, and not a single penny of this £320,000,000 had been challenged. There had been exceptional charges in the current year owing to abnormal difficulties. The Army had been more scattered over the world than any other army.

Replying to a query the Premier said they evacuated Armenia to economise. They were unable to police the world and he honestly thought other Powers ought to share the responsibility. (Cheers.)

Then the Government was criticised for not demobilising quicker on the grounds that they knew Germany would sign. On the contrary the Conference did not know till the last minute that Germany would sign, and then she only signed.

THE CHINA SQUADRON.

The Sixth Submarine Flotilla, consisting of the "Ambrose" (parent ship), "Marazion" (sloop), and submarines L1, L3, L4, L6, L9, and L15, left Devonport for the China Station on September 15.

The "Ambrose," parent ship of the Sixth Submarine Flotilla, comprising herself, the "Marazion," sloop, "Moonshine," drifter and the submarines L1, L3, L4, L6, L9, and L15, is one of the numerous specially fitted-out ships for submarine work, and as such was employed in various parts of the North Sea and other spheres of naval activity during the war. She is thoroughly up to date, and carries every facility and equipment for her special duties.

The "Marazion" is a sloop of nearly 1,000 tons, and was latterly employed as tender to the "Ambrose," a duty she will continue to discharge on the China Station. She is also a product of the war, and much speedier than the ordinary sloop of pre-war times most of which were built for river and shallow sea patrol.

The "Moonshine" is a large drifter attached to the Flotilla for mining service. She was originally in the mercantile marine service, and was taken on during the last year of the war for mining duties, for which she is specially adapted. She has all the latest equipment for lifting and sweeping mines.

The submarines—six in number—are of the well-known L type, well nigh 1,000 tons in displacement, well armed and very speedy both afloat and submerged. They are products of the war and all the dreadful under-water experience induced by German frigates. Some of the L boats had exciting experiences during the war.

When the Pacific Station was in existence says the "L. and C. Express" with headquarters at Esquimalt, the destroyer "Virago" was sent out there in August, 1897. She was subsequently transferred to the China Station, and since did duty in Hongkong harbour as tender to the receiving ship "Tamar." Having outlived her usefulness the "Virago" is to be sold out of the service at Hongkong without returning home. She was built at Birkenhead in 1895, has a displacement of 300 tons, a speed of 31 knots, and fitted with engines of 6,000 h.p. She carried an armament of one 12 pounder and half a dozen 6 pounders, two torpedo tubes and a crew of 63, all told. She has coaling capacity for 80 tons. The type is now obsolete and of no fighting value, although fine in its day.

The light cruiser "Bonaventure," which was under orders to proceed to the China Station as a parent submarine ship, has been placed on the disposal list. The "Bonaventure" served several commissions on the East Indies and China Stations, and carried the flag on the former. She was also employed

because she knew Britain had maintained a number of reserve divisions in France ready for this eventuality, wherewith Marshal Foch was prepared to march on Berlin. Without this undemobilised force we should have substituted defeat for defeat (cheers) and have thrown away all the very terrible sacrifices of brave men to make accounts balance for 1918. Any Government doing this would have deserved impeachment and undoubtedly would have had it. Owing to the way we were dealing with the financial difficulties Britain need not fear comparison with any country in the world. Conscription in Germany was gone, her Navy was at the bottom of the sea. This very significant fact gave grounds for confidence in financial stability for the future. Patriotism and pessimism need not be identical. Britain could weather the storm as she had weathered every other. Nevertheless he hoped the economists would not deny money for objects essential to the national life like education, for the war fully demonstrated the value of technical education. Concluding Mr. Lloyd George argued that the truest economy was increased production. The depreciation of the sovereign was at present the heaviest tax and the only remedy was production, which could be got only by co-operation of a contented people. It was the greatest folly to urge cessation of expenditure upon health, comforts and the training of a people who had been prepared to sacrifice their lives on the battlefields for the country they loved. (Cheers.)

The House cheered for several minutes at the conclusion of the Premier's speech. When Commander Kenworthy and Mr. Holmes rose to continue the debate they were greeted with cries of "Divide!" The House emptied when Mr. Holmes and a few other Radicals spoke very briefly, chiefly urging a capital levy.

Mr. Bonar Law, winding up the debate, referred to the amount due from Germany for upkeep of the Army of Occupation. He said this first instalment of Germany's debt would undoubtedly be obtained. As regards our £8,000,000,000 debt, certain items should be set off against it. The Allies owed us over £1,700,000,000. We owed America \$242,000,000. The latter debt was set off by debts from the Allies to us. Then the Dominions owed us £200,000,000, and India £221,000,000, bringing down the debt to £7,000,000,000. Furthermore he did not think Russia would always be a bad debt. As regards the German indemnity, he was confident we would get a considerable sum to reduce our debt.

Sir Donald Maclean asked permission to move an amendment to the Labour amendment. The Speaker ruled him out of order. Sir Donald Maclean consequently regretted that he and his colleagues were unable to vote against the Government because he could not enter the Lobby with the Labourites unless an enquiry was held before the capital levy was decided on. The minority in the division was thus almost exclusively composed of Labourites.

The Labour amendment was rejected by 408 to 60, whereafter the Government resolution was unanimously carried.

NOTICES.

DAIRY FARM NEWS.

Received direct from the
Northern Scottish Fisheries

SELECTED

FILLET HADDOCK

AND

KIPPERS

THE DAIRY FARM, ICE & COLD STORAGE
COMP'NY, LIMITED.

DO YOU NEED A TYPEWRITER?

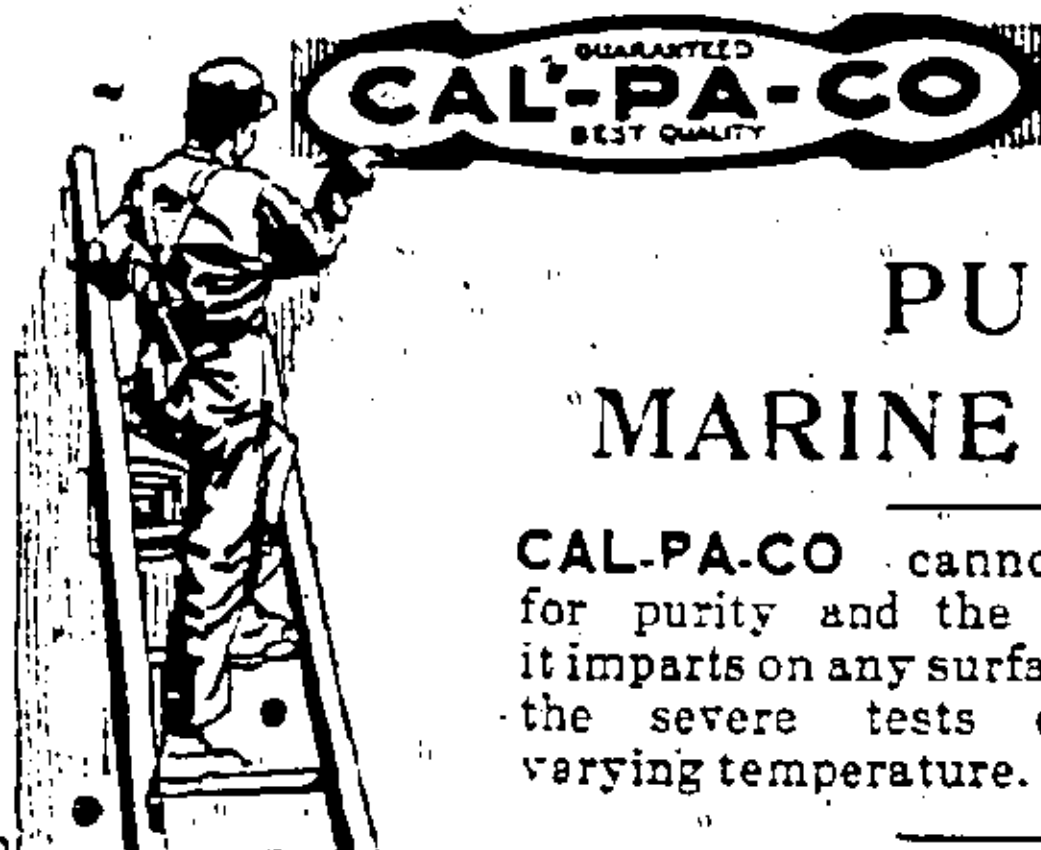
IF SO SEE OUR REBUILT
REMINGTONS AND UNDERWOODS
WE CAN SAVE YOU MONEY

THOMAS W. SIMMOTS & CO.

IMPORTERS & EXPORTERS

TOP FLOOR YORK BUILDING

TELEPHONE 2189.

PURE
MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents

GERIN, DREVARD & CO.
HOTEL MANSIONS

ed on the old North Pacific Station for a commission. It will be remembered she acted as convoy to the P. and O. steamer from Shanghai to Hongkong on the occasion when Kang Yu-wei, the Chinese reformer, was a passenger.

It is said that the big fleet of

fast sloops which was created during the latter part of the war will be partly utilised by sending some of them to overseas stations for police and patrol work—a duty for which they are eminently fitted, being much faster than the old pre-war sloop and more comfortable. There are about 120 of these ships, all named after flowers, and known in the Royal Navy as the "herbaceous border." They measure about 255 ft. in length, with a beam of 35½ ft., a draught of 10 ft.—and therefore suited for river work and shallow waters—and a displacement of 1,250 tons. They are fitted with engines of 2,400 horse-power, which give them a speed of 17 knots and a bit over. The armament varies a little bit, but, as a rule, consists of four 7-in. guns on bows, stern, and sides, and a couple of 3-pounders. The crew consists of 70 of all ranks. These boats are very comfortable in a sea, and can stand a lot of tossing about, and their bunker capacity of 260 tons of coal give them a good steaming radius. At the moment a number of these sloops are employed along with the Mediterranean Fleet, Black Sea, Sea of Marmora, Aegean Sea, Caspian Sea, and Levant, and also on the China Station, South American Station, and Egyptian Division, which includes the Red Sea.

The new light cruiser Cairo was to be completed to full crew at Devonport on the 23rd Sept., for trials preparatory to being commissioned for service on the China Station, where she will carry the flag of the second in command. The "Cairo" is of the "C" type of light cruiser. She was laid down during the war, and was pretty well advanced when the armistice was signed. She is a 29-knotter, well-armed and protected, and especially adapted for service in tropical waters.

The sloop "Cllo," so well known in Chinese waters, is to be recommissioned for service in the Persian Gulf. She will pay off at Gibraltar, and recommissioned on arrival of new crew from England.

NOTICES.

EVENING WEAR

FOR MEN OF TASTE

LATEST STYLES

JUST RECEIVED

IN

DRESS SHIRTS

DRESS TIES

PUMPS

SILK SOCKS

DRESS VESTS

SILK SCARVES

SILK GLOVES

WHITE KID GLOVES

ALL SIZES IN STOCK.

J. T. SHAW

SPECIALIST IN MEN'S WEAR.

NEXT DOOR HONGKONG HOTEL.

Powell Ltd

TELEPHONE 346

Just Arrived

"PHOENIX" SOCKS

IN

SILK & LISLE.

"PHOENIX" stands for all that is best in Gentlemen's Hosiery, the wearer being assured of the best possible value.

LISLE 75c. per pair. \$8.50 dozen.

SILK \$1.50 " " \$16.00 "

The above have re-inforced
TOES, HEELS and FEET.

SEE WINDOW.

COLUMBIA

SYMPHONY RECORDS

VIOL IN SOLOS

49447 - ROMANCE (WIENIAWSKI) SEIDEL

49454 - HUMORESQUE (DVORAK) "

77899 - TRAUMEREI (SCHUMANN) "

78138 - ORIENTALE (CUI) "

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

16, DES VŒUX ROAD.

TEL. 1322.

FURTHER REDUCTIONS in PRICES

of LIQUEURS, GINS, STOUT, &c. in
addition to

10% DISCOUNT

ON ACCOUNT OF HIGH EXCHANGE

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 75).

GERIN, DREVARD & CO.

4th. FLOOR HOTEL MANSIONS. Tel. 114.

AND AT CANTON.

IMPORTERS & EXPORTERS

MACHINERY MERCHANTS

"FRISCO STANDARD" MARINE ENGINES, "COPPER
QUEEN" BELTING, "SKOOKUM" PACKING, ELECTRIC
MOTORS, GENERATORS AND OTHER

ELECTRICAL APPARATUS.

SHIPPING.

P. & O. - BRITISH INDIA, APCAR AND

EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
PRINZESSIN	4th Nov., noon.	5th Dec.	13th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DUNERA	8th Nov., 11 a.m.	due Bombay about 25th Nov.	
FOR AUSTRALIAN PORTS via TORRES STRAITS.			
EASTERN	23rd Nov.	due Sydney about 16th Dec.	
FOR SHANGHAI, MOJI KOBE & YOKOHAMA.			
EASTERN NOVARA	leave Hongkong about 8th Nov.	Due Yokohama about 2nd Dec.	

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

FROM DCE

STEAMERS. HONGKONG, VANCOUVER.

Steamer	Leave Hongkong	Arrive Vancouver
Empress of Russia	Nov. 19	Dec. 10
Empress of Japan	Nov. 27	Dec. 15
Empress of Asia	Dec. 5	Jan. 12
Empress of Russia	Jan. 13	Jan. 27
Monteagle	Jan. 14	Feb. 4
Empress of Japan	Jan. 22	Feb. 9
Empress of Asia	Jan. 30	Mar. 31
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passage from Hongkong to United Kingdom.

Passage from Japan to Hongkong.

Passage from Australia to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

Passage from East Africa to Hongkong.

Passage from West Africa to Hongkong.

Passage from South America to Hongkong.

Passage from North America to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

Passage from East Africa to Hongkong.

Passage from West Africa to Hongkong.

Passage from South America to Hongkong.

Passage from North America to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

Passage from East Africa to Hongkong.

Passage from West Africa to Hongkong.

Passage from South America to Hongkong.

Passage from North America to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

Passage from East Africa to Hongkong.

Passage from West Africa to Hongkong.

Passage from South America to Hongkong.

Passage from North America to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

Passage from East Africa to Hongkong.

Passage from West Africa to Hongkong.

Passage from South America to Hongkong.

Passage from North America to Hongkong.

Passage from Europe to Hongkong.

Passage from India to Hongkong.

Passage from Ceylon to Hongkong.

Passage from Persia to Hongkong.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.
FUSHIMI MARU ... Saturday, 13th Dec., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.
YOKOHAMA MARU ... Friday, 14th Nov., at noon.
TAMBA MARU ... Friday, 28th Nov., at noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
AKI MARU ... Wednesday, 19th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.
TOKIWA MARU ... Saturday, 22nd November.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
YAMAGATA MARU ... Friday, 7th Nov.
TAMA MARU ... Thursday, 27th Nov.
CALCUTTA & RANGOON via Singapore & Penang.
NAGATO MARU ... Wednesday, 19th Nov.
MURORAN MARU ... Thursday, 4th December.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.
NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
MISHIMA MARU ... Thursday, 6th Nov., at 11 a.m.
KOSOKU MARU ... Saturday, 8th Nov.
SADO MARU ... Thursday, 13th Nov., at 11 a.m.
HWAHWA ... Monday, 17th Nov.
EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam
Hamburg etc.)
TATSUNO MARU (London, Antwerp & Hamburg) Wed. 19th Nov.
TSUSHIMA MARU (Marseilles & Liverpool) End of Nov.
DURBAN MARU ... Middle of December.
(London, Antwerp, Rotterdam & Hamburg.)
For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS
Sailings from Hongkong—Subject to change without notice

Steamer	Tons	Leave Hongkong
PERSIA MARU	9,000	14th Nov.
SINERIA MARU	2,500	14th Nov. (from Koh)
KOREA MARU	25,000	2nd Dec.
NIPPON MARU	11,000	5th Dec.
TERVO MARU	22,000	18th Dec.
KINYO MARU	22,000	15th Jan.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA and IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE to BUENOS AIRES.
Steamers: Leave Hongkong.
SEIYO MARU 4th Nov.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information apply to T. DAICO, Manager.
KING'S BUILDING.
Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
"NANKING" "NILE" "CHINA"
Nov. 5th, 1919. Dec. 20th, 1919. Nov. 22nd, 1919.
AN UNBESPOKE HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Princo's Building, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)
JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP
For particulars of sailings shippers are requested to approach
the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents,
Hongkong, 10, Ann. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.
ESTABLISHED—1841.
HEAD OFFICE—65 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS—U. S. \$25,000,000.00.
LONDON OFFICE—84, QUEEN STREET, E. C.
& Haymarket, S. W.,
11, Elbury Street, S. W.,
Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus.
American Business & Specialty.

SHIPPING NEWS.

FOR INTERNED SEAMEN.
Considerable surprise has been expressed by merchant service captains and officers, who were held prisoners in German ports on the outbreak of war, at their being refused the merchant service medal ribbons on account of not having served at sea during the war. The Imperial Merchant Service Guild has taken this matter up with the Board of Trade and they have been informed that the matter is under consideration.

NOT LIKE EVIDENTLY.
When the Yokohama Maru was in the Indian Ocean on September 3 on her homeward voyage from London, the chief engineer while seated on a bench on deck was suddenly enveloped in a blanket, and thrown down a hold. He was then attacked and severely injured by members of the crew. Some time afterwards, he was discovered by a fireman, lying helpless and nearly dead. The ship's doctor was immediately summoned, and rendered medical aid. On investigation, it was found that his assailants were stewards on the ship, who were summarily dealt with.

CLYDE SHIPBUILDING.
The Clyde shipbuilding returns for August indicate a very satisfactory position of the industry, and suggest that a return to normal condition is progressing rapidly. During the month there were launched 29 vessels of 52,000 tons, an aggregate which is, with four exceptions, higher than that of any August in pre-war times. The total for eight months is 184 vessels of 347,580 tons, which has only been five times previously exceeded for the corresponding period. Many important new orders have been placed, including nine large cargo steamers, and two vessels of over 22,000 tons. The principal launches during the month were the light cruiser Raleigh for the British Government, and two cargo steamers for the British India S.N. Co.

"SOME" SHIP.
Since the Armistice, arrivals at Marseilles of American schooners are fairly frequent, and it is surprising to notice that these large, auxiliary vessels are encumbering the docks, where they remain practically useless although complaints are heard on all sides of the lack of means of transport. There were, during August, no less than fifteen of these large schooners waiting for repairs. Sailors do not ignore that these beautiful sailing ships with their imposing forms and magnificent lines, almost all suffer from serious virus proceeding from their too hasty construction. The hulls, composed of green wood, already show signs of strain and have become leaky. Besides, the two motors with which they are fitted are absolutely insufficient, so much so that these vessels cannot perform the simplest movement, even in port, without the assistance of two tugs.

THE LAURENTIC.
A good many exaggerated estimates have been put into circulation regarding the success of the bullion-saving operations in connection with the Laurentic, which lies a wreck four miles off the entrance to Lough Swilly, Ireland. Of the seven million pounds worth of specie which the steamer was carrying to America when wrecked in January, 1917, less than half a million has been recovered. Of this about a quarter-million was salvaged a year ago, when operations had to be suspended owing to German submarine activities. The work is extremely difficult. The wreck lies twenty fathoms down, and at this depth divers can only work half-an-hour at a time; even then they require to be three-quarters of an hour suspended nearer the surface in order that the shock of taking off their helmets after the prolonged pressure may not be too great. It is not so much the actual heaving up of the bars of gold that is difficult, as the dealing with the hundreds of tons of metal plates of the wreck. These have to be blown up with gelignite and shifted before the bullion can be reached. Each bar is worth about £1,200, and the recovery of two bars is reckoned a fair day's work. When a sufficient consignment has been got together it is sent in charge of a naval paymaster under strong escort to London. The general view on board the Admiralty salving steamer *Race*, from which the divers work, is that all the bullion will not be recovered before the next two or three years, seeing that not only is fine weather necessary, but that no diving is possible at twenty fathoms when the temperature falls below a certain point. Work will shortly have to cease for the present season, but the wreck will be carefully hoisted.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sunning	6th Nov. at noon.
SHANGHAI & TSINGTAO	Chenan	9th Nov. at d'light.
WEIHAIWEI, CHEFOO, AND TIENTSIN	Huichow	10th Nov. at 3 p.m.
SWATOW & BANGKOK	Changchow	11th Nov. at 9.30 a.m.
MANILA, CEBU & ILOILO	Taming	18th Nov. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation, amidsips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong Nov. 5, 1919.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG	Loksang	Thurs. 6th Nov. at 8 a.m.
MANILA	Yuensang	Fri. 7th Nov. at 3 p.m.
SHANGHAI	Choyang	Sat. 8th Nov. at d'light.
KOBE	Kwaisang	Tues. 11th Nov. at d'light.
STRAITS & CALCUTTA	Namsang	Tues. 11th Nov. at 3 p.m.
TIENTSIN via Wei & Chefoo	Cheongshing	Thurs. 13th Nov. at 2 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, coasting and calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Southern Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hobei via Tientsin.

BORNEO LINE.—One sailing per month to Borneo, Hongkong and Swatow by a steamer having special accommodation for 20 passengers.

Cargo taken on through Bills of Lading for Koda, Jassien, Lahman, Tawao and Lahad Dava.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
Telephone No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Quinnebaug	Medina	SUN. 16th Nov. at 9 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	5th Nov.	10th Nov.
CHANGSHA	23rd Nov.	28th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to
Butterfield & Swire.
Telephone No. 36.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
Hongkong to San Francisco.
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S.	Leave Hongkong
"COLOMBIA"	5th November.
"VENEZUELA"	2nd December.
"ECUADOR"	31st December.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via Suez

Late November

For freight space and particulars apply to

THE ADMIRAL LINE

AGENTS.

Telephone Nos. 2477 & 2478
5th floor
Hotel Mansions.

SHIPPING.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said."CELESTES MARU" ... Saturday, 8th Nov.
"ALPS MARU" ... End of November.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore
"INDUS MARU" ... Tuesday, 4th Nov.
"SAIGON MARU" ... Beginning of November.AICON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Monday, 1st Dec.SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"MADRAS MARU" ... Middle of November.VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"AFRICA MARU" ... Monday, 17th Nov.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"AMAKUSA MARU" ... Sunday, 9th Nov.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 6th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
For sailing dates and further particulars please apply to—Y. YASUDA,
Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,

General Agents.

Telephone No. 2108.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Hongkong, Shanghai, Manila and Kobe.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

"WEST ISLIP" ... 2nd half Nov.

FOR SAN FRANCISCO

"WEST CACTUS" ... 1st half Nov.

"WEST CAJON" ... 1st half Dec.

Through rates quoted and through B/L's issued to all points in U.S. and Canada.

L. EVERETT, Vice-Pres. E. A. NELSON, Gen. Agent.
OFFICE: 1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER SAILING DATE.
"MELVILLE DOLLAR" ... 28th November.
"HAROLD DOLLAR" ... 10th December.
"BESSIE DOLLAR" ... 15th January.
"MELVILLE DOLLAR" ... 5th February.
"HAROLD DOLLAR" ... 10th March.

FOR SAN FRANCISCO.

"WEST HARTS" ... 7th November.
"WEST IRA" ... 30th November.
"WEST HEPBURN" ... 5th December.

Through Bills of Lading issued to all parts of United States or Canada.

FOR NEW YORK VIA CUBA.

"GRACE DOLLAR" ... 7th December.
"M. S. DOLLAR" ... 7th January.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 793.
THIRD FLOOR 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
hence about 20th November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to—

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Cunard Line, N. Y. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurylochus" ... via Panama 25th Novr.
"City of Newcastle" ... via Suez 30th Novr.
"Knight Templar" ... via Panama 22nd Decr.

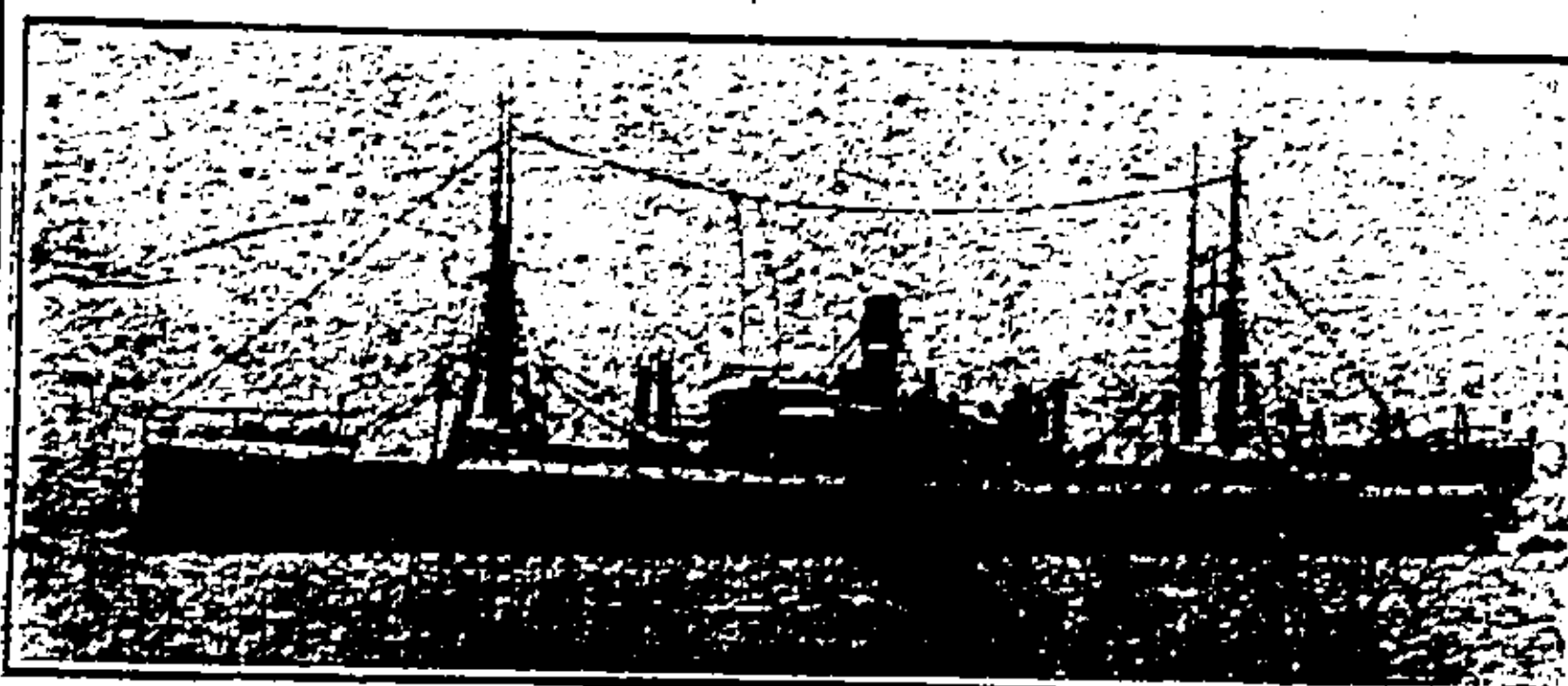
Steamers proceed via Suez Canal or Panama Canal, as may be decided.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

STEAMER	FROM	Expected in	Will depart	For
Tjimanoeet	Java	in port	5th Nov.	Java
Tjilong	Java	5th Nov.	10th Nov.	Japan
Tjisalak	Java	in port		
Tjipanas	Java	in port		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.

Telephone No. 1574.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 15th Nov., at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Agents.

Telephone No. 1574.

MOVEMENTS OF
STEAMERS.

The American & Manchurian Lines S.S. CITY OF NEWCASTLE is due to arrive here about 10th November.

The N.Y.K. S.S. SADO MARU (European Line) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

The N.Y.K. S.S. KOSOKU M. (Bombay Line) left Bombay for this port direct on the 17th Oct., and is expected here on the 7th November.

The N.K.K. S.S. KITANO M. (European Line) left London for this port via the Suez Canal on the 18th Oct., and is expected here on the 24th Nov.

The S.S. METHVEN left Vancouver for Hongkong via Japan ports, & Shanghai on the 19th Oct., and is due here on or about the 24th Nov.

The R.M.S. EMPRESS OF ASIA from Hongkong on the 2nd October, arrived at Vancouver on the 20th October.

The N.Y.K. S.S. MISHIMA MARU (European Line) left Singapore for this port on the 31st Oct., and is expected here on the 5th Nov.

The N.Y.K. S.S. TANGO M. (Australian Line) left Sydney for this port on the 31st Oct., and is expected here on the 21st Nov.

The N.Y.K. S.S. YAMAGATA M. (Bombay Line) left Moji for this port on the 2nd Nov., and is expected here on the 6th Nov.

The N.Y.K. S.S. HWAHWA (Bombay Line) left Bombay for this port on the 28th Oct., and is expected here on the 16th Nov.

The R.M.S. EMPRESS OF RUSSIA arrived at Shanghai on 1st Nov., 3.30 p.m. left there 1st Nov., Midnight and is due at Nagasaki on 3rd Nov., 6 a.m.

The P. & O. S.S. DUNERA left Shanghai for this port on the 4th instant at 9 a.m. with the homeward English Mails, and is due here on the 7th instant at about 7 a.m.

The R.M.S. EMPRESS OF RUSSIA arrived at Nagasaki on 3rd November, 10 a.m. left there 3rd November, 10 p.m. and is due at Kobe on 5th November, 6 a.m.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

265, from Shanghai.
Poon Tawyin, Asia Hotel, from Shanghai.Yungshingtung, from Shanghai.
Kaihing, from Amoy.Hengsoonseng, from Kobe.
Bosenghang, from Taipeh.Sinkongkob, from Kobe.
Changyue, from Tientsin.Yikchechan, from Shanghai.
Kingsbunting, c/o Fukue, from Shanghai.Capt. Scott Swire, from Shanghai.
Sungshingcheung, Connaught Road, from Shanghai.

Chungganling, Kwangyuen Steam Ship Co. Ltd. from Shanghai.

Mookkee, from Amoy.
Tungcheong, from Taipeh.Tanwesien, from Amoy.
Namwo, from Amoy.Kwangtungching, from Shanghai.
Rev. Hine Kin, Hotel Edward, from Shanghai.T. KRING.
Superintendent.

Hongkong, Oct. 31, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Edwin Clough, from Chunnakam.

Eleanor Smith, from New York.

Henry Daniels, American Consulate, from Clintonville Wis.

Jahrens, from Manchester.

Konchina, from New York.

Lillian, from Loughboro.

Ludowici Limited, from Penang.

Seminole, from Pontianak.

D. de H. FARRANT,
Superintendent.

Hongkong, Oct. 31, 1919.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Nanking	C. M. S.	Nov. 5
Seyo M.	T. K. K.	Nov. 5
West Harris	R. D. Co.	Nov. 7
Iconium	A. L.	Nov. 8
Hartland	A. L.	Nov. 10
Taiyuan	B. & S.	Nov. 10
Persia M.	T. K. K.	Nov. 14
Yokohama M.	N. Y. K.	Nov. 14
Van Waerwyck	J. C. J. L.	Nov. 15
Endicott	A. L.	Nov. 17
Africa M.	O. S. K.	Nov. 17
E. of Japan	C. P. O. S.	Nov. 19
Aki M.	N. Y. K.	Nov. 19
Elkton	A. L.	Nov. 19
Tatsuno M.	N. Y. K.	Nov. 19
China	C. M.	Nov. 22
Kashima M.	N. Y. K.	Nov. 22
Tokiwa M.	N. Y. K.	Nov. 22
Eastern	P. & O.	Nov. 23
Eurylochus	B. L.	Nov. 25
E. of Asia	C. P. O. S.	Nov. 27
West Hartland	A. L.	Nov. 27
Melville	R. D. Co.	Nov. 28
Tamba M.	N. Y. K.	Nov. 28
Siberia M.	T. K. K.	Nov. 28
Melville D.	R. D. Co.	Nov. 28
Changsha	B. & S.	Nov. 28
C. of Newcastle B. L.		Nov. 30
Nishmaha	A. L.	Nov. 30
West Ira	R. D. Co.	Nov. 30
West Cactus S. & D.	1st half Nov.	
West Cajoot S. & D.	1st half Nov.	
Seattle M.	O. S. K. M.	Nov.
Alps M.	O. S. K.	Nov.
Nippon	D. & Co.	Nov.
Tsushima M.	N. Y. K.	Nov.
West Islip	S. & D.	2nd half Nov.
Waban	A. L.	Dec. 1
Venezuela	P. M. S.	Dec. 2
Korea M.	T. K. K.	Dec. 2
West Hepburn R. D. Co.		Dec. 5
Nippon M.	T. K. K.	Dec. 6
Grace D.	R. D. Co.	Dec. 7
Eldridge	A. L.	Dec. 10
Harold D.	R. D. Co.	Dec. 10
Nishmaha	A. L.	Dec. 11
Fushimi M.	N. Y. K.	Dec. 13
Montague	A. L.	Dec. 15

JAPAN, COAST PORTS, ETC.

Tijmanoeet	J. C. J. L.	Nov. 5
Loksang	J. M. Co.	Nov. 6
Soshu M.	O. S. K.	Nov. 6
Mishima M.	N. Y. K.	Nov. 6
Sunning	B. & S.	Nov. 6
Yamagata M.	N. Y. K.	Nov. 7
Yuensang	J. M. Co.	Nov. 7
Chongsang	J. M. Co.	Nov. 8
Dunera	P. & O.	Nov. 8
Kosoku M.	N. Y. K.	Nov. 8
Amakusa M.	O. S. K.	Nov. 9
Chenan	B. & S.	Nov. 9
Tjililong	J. C. J. L.	Nov. 10
Huichow	B. & S.	Nov. 10
Kwaisang	J. M. Co.	Nov. 11
Namsang	J. M. Co.	Nov. 11
Changchow	B. & S.	Nov. 11
Sado M.	N. Y. K.	Nov. 13
Cheongshing J. M. Co.		Nov. 13
Norara	P. & O.	Nov. 16
Quinnebaug	D. L. Co.	Nov. 16
Hwahwu M.	N. Y. K.	Nov. 17
Taming	B. & S.	Nov. 18
Nagato M.	N. Y. K.	Nov. 19
Tango M.	N. Y. K.	Nov. 22
Tama M.	N. Y. K.	Nov. 27
Saigon M.	O. S. K.	Nov. 27
Madras M.	O. S. K.	Nov. 27
Unnan M.	O. S. K.	Dec. 1
Muroran M.	N. Y. K.	Dec. 4
Nikko M.	N. Y. K.	Dec. 20

TIDE TABLE

3rd to 9th November, 1919.

Time	High Water	Low Water
Nov. 3	4.15	1.15
Nov. 4	4.30	1.30
Nov. 5	4.45	1.45
Nov. 6	5.00	1.60
Nov. 7	5.15	1.75
Nov. 8	5.30	1.90
Nov. 9	5.45	2.05

m morning a afternoon.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light steel work manufactured by the above process.]

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	TYPE OF CRANE	TYPE OF LIFT
DOCK NO. 1	100	20	10	100	100
DOCK NO. 2	100	20	10	100	100
DOCK NO. 3	100	20	10	100	100
DOCK NO. 4	100	20	10	100	100
DOCK NO. 5	100	20	10	100	100
DOCK NO. 6	100	20	10	100	100
DOCK NO. 7	100	20	10	100	100
DOCK NO. 8	100	20	10	100	100
DOCK NO. 9	100	20	10	100	100
DOCK NO. 10	100	20	10	100	100

HEAD OFFICE: KOWLOON.

Telephone No. K. 55.

Please address enquiries to the Chief Manager.

S. M. DYER, M.A., M.I.E.E.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe.)

"ICONIUM" ... About Nov. 8.
"WHEATLAND" ... Nov. 11.
"ENDICOTT" ... Nov. 17.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WEST HARTLAND" ... About Nov. 27th.
"WHEATLAND" ... Dec. 1st.
"WHEATLAND" ... Dec. 11th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2411 & 2478

5th Floor, Hotel Maunius.

SUNDAY'S SERMON.

PATIENCE AND STABILITY.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning.

"Behold I have set before thee a door opened, which none can shut; for though thou hast small strength, thou hast kept My word, and hast not denied My Name."

Because thou hast kept the word of My patience, I also will keep thee in the hour of trial which is coming upon the whole world, to try those that dwell upon the earth. — Rev. 3:8-10

Two only of these seven messages to the Churches convey unqualified commendation. One is to Smyrna, the poor Church, the other to Philadelphia, whose virtue was patience. And if poverty is not an attractive condition neither is patience the most admired of virtues. Admiration goes to the enthusiasms rather than the endurances of Christian life, and in any case the patience required of Philadelphia was under apparently humiliating limitations. It is not, as in the case of strenuous Elisha and prosperous Thyratira, the patience which underlies successful effort and is justified by tangible results. It is the harder kind required of those who "only stand and wait," of whom it is seldom easy either for themselves or others to see that "they also serve."

The poet of Philadelphia is our English Milton, whose oft-quoted line has brought consolation to thousands, though few of them reflect that it was wrong from him by his own blindness. — "When I consider how my light is spent."

Patience continuance in well doing is admirable, and not too common. The patience which waits before a closed door is rarer, but that which sees the door at length open, yet has not the strength to enter in, is rarest of all.

Yet such was the demand made upon Philadelphia, and it is the lot of many persons and Churches to this day. There was a time — one need not be very old to remember it — when the burden of petition with relation to Christian service was for increase of opportunity. The reports of our Missions, for example, had much to say about closed doors. Restrictions were encountered in every direction, social, geographical, political, racial, linguistic. Prayer was entreated that God in His providence would remove these barriers so that His servants might enter in with the word of life. But of late years how different! We hear little now of entrances closed against our eagerness, but on every hand of access confronting our inability. We hear of tribes and peoples beseeching us in vain for Christian teachers, of the breakdown of caste in India, of the removal of Chinese prejudice against the foreigner, of the opening up of remote regions to all that Christendom can give them.

The Church of to-day dare not ask for more to do; what it lacks is power to enter upon the opportunities before it. You will not find an earnest Christian man or woman who could not easily employ several pairs of hands, a brain which should never need rest, nerves that no strain could unstring. As Churches and as persons if we could double our resources to-morrow we should still be face to face with doors open and unentered in our Master's cause.

That the "open door" of the text means opportunity for Christian service does not admit of doubt. The expression is habitually used in the New Testament in this sense, particularly by St. Paul, the Master Missioner. He "carried at Ephesus" because "a great door and effectual" was open before him. He saw in the call to cross over to Macedonia that "a door was opened" to him "in the Lord." He bids the Colossian Church intercede for him, "that God would open a door for the word, to speak the mystery of Christ."

This, then, was the trying case of Philadelphia — resources short of opportunity — and he that hath ears may hear what the Spirit says to the faithful Church in which this peculiar patience is called for.

What the Spirit says is very different from what the Church is apt to say to itself, and others still more to say about it. After the enumeration of open doors unentered we usually hear complaints of apathy and indolence. But Christ's message here contains no reproach at all. God measures opportunity not simply by outward conditions but by inward ability also, more fairly than we often do. "To whom little is given," rarely is that half of our Lord's saying cited, yet it is as true as the other, of which we hear so much. Philadelphia had "small strength" not "a little strength" as our translations wrongly render. Not for it the exhilaration of large enterprises, the stimulus of manifest success. For Philadelphia it is a triumph merely to maintain its ground.

We have fallen into a conventional habit of asserting that if a Christian is not making progress he is losing ground. I challenge the statement, both as to individuals and the Church. It is often untrue and therefore mischievous, and if you had sojourned ever in Philadelphia you would know that.

The man who returned his one talent without interest was not condemned because he had failed to earn, but because he had never tried. "For some it is high credit to hold fast that which they have," as Philadelphia here is charged to do. If these return the Lord's money unskandered and undepreciated they will deserve His "well done" no less than those who have been able to gain much by trading. "Thou hast small strength," well, Christ knows all about that. You had hoped as years went on to be able to do more, give more, achieve more for His cause, but it has turned out otherwise. You waited with patience for the larger opportunity, and now it has come you are unable to use it. One of life's ironies they say, and not a little one. Nay, not an irony of life, say rather an allotment of Providence, which can use our disappointments better sometimes than our achievements.

To Philadelphia, hardly judged and judging itself hardly, Christ utters His "well done," and not as a word of consolation, but as one of justice, which none but Himself would have had the discrimination to speak. "Well done Philadelphia; thou hast small strength, but thou hast done a great thing — kept the word of My patience, and not denied My name."

We must note the description under which Christ presents Himself to the Church. He thus approves: "He that hath the key of David: He that openeth and none shall shut, and that shutteth and none openeth." No Jewish reader could fail to recall the passage in Isaiah to which this remarkable description harks back. We read (Chapter 22) of the removal of one Shebna from the high-stewardship of Judah, and the bestowment of the office upon Eliakim, an approved servant of God, who would be, in contrast to the other man's pride and tyranny, "a father" to the people. It is said of him, "I will commit my government into his hand, and the key of the house of David I will lay upon his shoulder, and he shall open the door, and none shall shut."

(Continued on Page 9.)

ONE OF WOMAN'S WORST TROUBLES is easily and promptly overcome with the aid of Pinkettes. They are dainty, tiny, yet thoroughly efficient.

PINKETTES

gently cleanse the system, thus dispelling bilious headaches, purifying the breath, clearing the skin and aiding the appetite. Of all chemists, also 60 cents the vital post free from the Dr. Williams' Medicine Co., 98 Szechuen Road Shanghai.

NEW ADVERTISEMENTS.

EAT
WISEMAN'S BREAD

Good, pure, wholesome food is essential to
GOOD HEALTH
even if you have to pay a little more for it.

WISEMAN'S BREAD is made in a large, airy and well ventilated Bakery and under European Supervision.

Do not run any risk.
Get your bread from WISEMAN'S.

D. M. GOODALL, MANAGER.

LADIES.

Mr. G. Matsumura (just returned from Paris) is showing at our Art Gallery to the 15th instant the latest PARIS-ELITE STYLE DRESSES which are being offered at INTRODUCTORY PRICES. Do not miss this opportunity.

KOMOR & KOMOR,
Alexandra Buildings.

NOTICE.

We have this day handed over the Agency of the Eastern & Australian Steam Ship Company Ltd. to Messrs Mackinnon, Mackenzie & Co., 4th November, 1919.

GIBB, LIVINGSTON & CO.
Hongkong, 4th November, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on
SATURDAY, the 8th Nov. 1919,

commencing at 11 a.m. at his Sales Rooms, Duddell Street

37 cases Electric Lamp Bulbs
2 cases Pressed Buttons
6 cases Iron Screws
8 cases Toilet Paper
5 cases Three Boys Soap
10 tins Soft Soap
10 pieces Cashmere
9 cases Brocades
4 cases Stoppered Bottles
2 cases Waterproof
2 cases Knives

Terms: Cash on delivery.
Geo. P. LAMBERT.
Auctioneer.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

From YOKKAICHI, OSAKA.
KOBE & MOJI

THE Company's Steamship

"INDUS MARU,"

having arrived from the above ports, on the 4th November. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 5th November, 1919.

NOTICE.

This is to notify that the Showrooms of **MUSTARD & CO.** have this day been removed to 17, Connaught Road, opposite the Douglas S.S. Co's Wharf.
MUSTARD & CO.
Hongkong, 3rd November, 1919.

G. R.

NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE.

C. S. P.

Hongkong, 5th September 1919.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Society will be held at the registered office of the Society, Nos. 3 and 4 Queen's Building, Victoria in the Colony of Hongkong on Friday the seventh day of November 1919 at 12 o'clock Noon, when the subjoined Resolutions will be proposed:—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—

(a) That shares of the Society of the nominal value of £10 each whereof £4 per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 Shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above as and when issued do rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society, and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty-Fifth day of October 1919.

C. H. P. HAY.

Deputy General Manager.

NOTICE.

"HONGKONG POLICE RESERVE"

Any person or persons having claims against the Hongkong Police Reserve or Police Reserve Club are invited to send such claims at once to the Accountant H.K.P.R. c/o Hongkong & Shanghai Bank. The Accounts will be closed on the 15th inst.

A. BALEAN,

Accountant, H. K. P. (R).
Hongkong, 4th November, 1919.

HONGKONG HOTEL.

TEA DANCES WILL BE HELD ON THE FOLLOWING DAYS DURING THE MONTH OF NOVEMBER, FROM 4.30 TO 7 P.M.:

TUESDAY, 4TH FRIDAY, 7TH
MONDAY, 10TH FRIDAY, 14TH
MONDAY, 17TH FRIDAY, 21ST
MONDAY, 24TH THURSDAY, 27TH

ADMISSION TO DANCE ROOM EACH DAY \$2.00 PER HEAD, INCLUDING TEA.

J. H. TAGGART,
Manager.

NOTICE.

ROYAL HONGKONG YACHT CLUB.

Notice is hereby given that an Extraordinary General Meeting of Members will be held at the Club House, North Point, on Wednesday, 5th November, 1919 at 5.45 p.m. for the purpose of confirming the Resolutions passed at an Extraordinary General meeting held on 10th October, 1919.

A Launch for the convenience of Members will leave Queen's Statue Wharf at 5.15 p.m.

By Order.

R. E. MACDOUGALL,

Hon. Secretary.

Hongkong, 21st October, 1919.

NOTICE.

KOWLOON CRICKET CLUB.

An Extra Ordinary Meeting of members will be held in the Club house on Wednesday November 5th at 6 p.m.

Business:—As per notice posted in the Club house.

By Order of the Committee
L. J. BLACKBURN,
Hon. Secretary.

Hongkong, 29th October, 1919.

NOTICE.

NOTICE OF REMOVAL.

Our office has this day been removed from No. 4, Des Vaux Road Central, to Victoria Buildings No. 5 Queen's Road Central.

VERNON & SMYTH,
Share & General Brokers.
Hongkong, 1st November, 1919.

NOTICE.

The Offices of R. NEGRE have this day been REMOVED to:—No. 17A, top floor, Queen's Road Central.

NOTICE.

THE HONGKONG CORINTHIAN YACHT CLUB.

RACING FIXTURES
Season 1919-1920.

Cruiser Championship. First Race Nov. 9th, Start 10 a.m.
Gael & Hayward Heys. First Race Nov. 15th, Start 2.30 p.m.
Full particulars on Club Notice Board.

Head Office: 6 Des Vaux Road Ctl.
Hankow Branch: Paooff Building.

FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

\$1 to start.

SYSTEMATICALLY it will grow to THOUSANDS.

NOTICE.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY LTD.

We have been appointed Agents and have now taken over charge of the affairs of The Eastern & Australian Steamship Company Ltd. at this port.

For full particulars, Passage, Freight etc. apply—

MACKINNON MACKENZIE & COMPANY.
Agents.

22, Des Vaux Road Central, Hongkong.

HOME FOOTBALL.

Matches played on September 13 resulted as follows:—

SCOTTISH LEAGUE.

Heart of Mid.	0 Celtic	1
Airdrieonians	2 Hibernians	0
Clyde	0 Rangers	0
Falkirk	2 Dundee	1
Motherwell	4 Raith Rovers	1
Aberdeen	2 Ayr United	1
St. Mirren	1 Albion Rovers	2
Clydebank	1 Morton	0
Kilmarnock	3 Dunbarton	1
Partick Thistle	4 Hamilton A.C.	3
Third Lanark	1 Queen's Park	1

CENTRAL LEAGUE.

Stenhousemuir	1 Hearts A.	0
Bo'ness	5 Clackmannan	0
East Fife	1 St. Bernards	0
Bathgate	2 Falkirk A.	0
King's Park	1 Dunferm. Ath.	1

EASTERN LEAGUE.

Cowdenbeath	1 Lochgelly Un.	1
Dundee A.	5 Forfar Ath.	0
Dundee Hibs.	3 St. Johnstone	1

QUALIFYING CUP.

East Stirling	0 Alloa Ath.	0
---------------	--------------	---

ENGLISH LEAGUE—FIRST DIVISION.

Blackburn R.	2 Burnley	3
Bradford	3 Oldham Ath.	0
Chelsea	0 Newcastle Un.	0
Derby County	3 Bradford City	0
Liverpool	2 Aston Villa	1
Manchester City	1 Bolton Wand.	4
Middlesbro	1 Sheffield Un.	0
Freston N.E.	2 Manchester U.	3
Sheff. Wednes.	0 Notts County	0
Sunderland	1 Arsenal	1
W. B. Albion	1 Everton	3

SECOND DIVISION.

Birmingham	0 Coventry City	1
Bury	0 Stockport C.	2
Clap. Orient	4 Wolv. Wand.	0
Grimsby Town	0 Huddersfd T.	0
Leeds City	1 Hull City	2
Leicester City	3 Fulham	2
Lincoln City	0 Bristol City	0
Notts Forest	0 Barnsley	1
Rotherham Co.	0 West Ham Un.	1
Stoke	2 Blackpool	0
Tot. Hotspur.	2 So. Shields	0

SOUTHERN LEAGUE.

Brentford	0 Portsmouth	2
Bristol Rov.	1 Millwall	1
Gillingham	0 Exeter City	0
Luton Town	2 Cardiff City	2
Merthyr Tn.	0 Newport Co.	0
Norwich City	3 Northampton	1
Ply. Argyle	1 Bri. & Hove Al	0
Reading	1 Swindon Town	1
Southampton	2 Q.P. Rangers	1
Southend Un.	1 Crystal Pal.	1
Swansea Town	0 Watford	1

SCOTTISH LEAGUE.

	P.W.	L.	D.	Goals
Celtic	6	6	0	13 3 12
Rangers	6	5	0	14 4 11
Motherwell	7	5	1	17 10 11
Partick Thistle	7	4	1	20 6 10
Airdrieonians	7	4	2	19 5 9
Heart of Mid.	5	4	1	8 3 8

Greenock	7	3	3	11 9 7
Morton	7	2	3	8 9 7
Third Lanark	8	3	4	11 16 7
Kilmarnock	6	3	3	0 9 9
Hibernians	6	3	3	0 9 10
St. Mirren	6	3	3	0 9 10
Ayr United	7	2	3	21 9 6
Dumbarton	8	1	3	4 8 12
Clyde	7	2	3	12 12 6
Queen's Park	8	2	4	20 14 6
Aberdeen	6	3	3	0 9 9
Albion Rovers	6	3	3	0 6 8
Falkirk	8	3	5	0 12 18
Dundee	6	2	4	0 8 10
Clydebank	6	2	4	0 6 8
Hamilton	8	1	6	1 11 20
Raith Rovers	8	1	6	1 10 20

HARDWARE AND LOCKS

TRADE **YALE** MARK

LOCKS AND HARDWARE

THE FRAWLEY COMPANY

AT THE

THEATRE ROYAL

IN A SEASON OF THE LATEST AND GREATEST OF LONDON
AND NEW YORK SUCCESSES.

Commencing nightly at 9.15.

TUESDAY, NOV. 11	"THREE WISE FOOLS." Austin Strong's delightful comedy.
WEDNESDAY, NOV. 12	"TURN TO THE RIGHT." by Winchell Smith and John L. Hazzard— America's greatest comedy.
THURSDAY, NOV. 13	"POLLY WITH A PAST." a comedy with complications by George Middleton and Guy Belton.
FRIDAY, NOV. 14	"LOMBARDI, LTD." the Hattens' latest Broadway comedy hit.
SATURDAY, NOV. 15	"PARLOR, BEDROOM AND BATH." a fresh, flippant, farcical frolic by C. W. Bell and Mark Swan.

Prices As Usual. Booking at MOUTRIE'S.

LA FAVORITE

LATEST PARISIAN CREATIONS

EVENING DRESSES, AFTERNOON
GOWNS, SMART COSTUMES &
SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Avenue.



STAR GARAGE.

Tel No. 3017.

49, Des Vœux Road Central
HONGKONG.

New Cars on Hire & For Sale.

Reduced Prices
from October
15th.Take
ADVANTAGE
of the
EXCHANGE
and re-tyre
withTime to Re-tire?
(But Fisk)

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3 1/2"	23.00	\$21.50	5.25
32" x 3 1/2"	26.50	25.00	5.50
31" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

SHEWAN TOMES & CO.

MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

SUNDAY'S SERMON

(Continued from Page 8.)

he shall open, and none shall shut; and he shall shut, and none shall open.

A suggestion so distinct ought not to be overlooked. Philadelphia is directly encouraged to look to Christ alone as possessing all that is represented as "the power of the keys." We see from the message that the Church was exposed to attack from those who claimed to be Jews, and therefore the people, the exclusive channels of grace and custodians of truth. The feeble Gentile flock was the subject of their contempt, and could only so it was affirmed—enter Christ's Kingdom by the gateway of proselytism to the older faith. These Jewish claims are paralleled by the sacerdotal assumptions which have wrought disunion in modern Christendom and will assuredly perpetuate the disunion so long as they are maintained. It is maintained that by the priest-controlled pathway alone can Church or person enter upon a right standing with Christ. The evangelical Churches are told that unless they submit to this test their orders have no validity, their teaching is without authority, and the souls of their people have but unenvied mercies to rely on. In a word, we are unchurched, and to be outside "The Church" is, on the theory, to be in peril of non-acceptance with God and to have but precarious hopes of heaven. Against all this the appeal lies, not, as some seem to think, to the democracy, but to the Saviour Himself, who has resigned into no human hands the keys of His Kingdom on earth or in heaven. To be faithful to Him is to be sure that His authority sets before us "an open door," and no man can shut it.

Turning now to the record which is assured to Philadelphia, as the message goes on we find that its right in Christ, denied by its enemies, is eventually to be vindicated in the sight of all. "Behold," says the Lord, "I will make them to come and worship before thee, and to know that I have loved thee." A time of great trial was approaching, when the Lord would draw near in judgment, in which things should be seen as they were and the thoughts of many hearts be revealed. It is in expectation of such a crisis that all these seven messages are sent, and the promise to Philadelphia is that "in the upheaval it should remain unmoved. Its proved patience would stand it in good stead, and bring the appropriate and natural reward of stability." Because thou hast kept the word of My patience I also will keep thee through the hour of trial, which is to come upon the whole world, to test them that dwell upon the earth.

Let the patient Church stand fast. Let it not undervalue its solitary excellence, its humble ministry of waiting, nor despair of the crown because the casket is of lead. The only danger is lest Philadelphia lose heart in the sickness of hope deferred, and, dissatisfied that it has not more, lose that which it has. "He that overcometh," rises above the temptation to disheartenment in the midst of trying limitations. "I will make a pillar in the temple of my God, and the shall go out thence no more." In that region of Asia Minor the figure of a shaken earth would carry a pointed significance. The city was subject to frequent earthquakes, so that the inhabitants, it is said, were on the constant look out for faults in the ground, and were always attending to their buildings. Such was the place of which Gibbon, the historian, after eloquently

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 7th Nov. 1919,
commencing at 3 p.m.A Large Quantity of Round
Iron Bars assortment as under

214 Bundles 1" x 16 16
185 Bundles 1" x 13 18
210 Bundles 1" x 16 18
351 Bundles 1" x 16 18
342 Bundles 1" x 15 18
338 Bundles 1" x 15 18

Terms: Cash on delivery

Geo. P. LAMMERT,
Auctioneer.

portraying the ruin which has overtaken its sometime neighbours, wrote:

"Among the Greek Colonies and Churches of Asia, Philadelphia is still erect, a column in a scene of ruins; a pleasing example that the paths of honour and safety may sometimes be the same." They may, when the foundations are right. And the foundations of character lie, after all, in the homely rather than the showy virtues. In many crises of life we lean upon those who, while denied the joy and the praise of much achievement, have patiently learnt to endure. The foundations of God's city have built into them in honourable places Churches where such character was trained amid the unattractive discipline of restricted conditions where it is a great service simply to hold fast that which one has. The supports of a stable structure may be hidden from sight and little thought of but without them the spacious chambers and decorated walls would collapse under the first strain. Thus, it would seem, it is, even with the city of jasper and gold—forget not the humble pillar as you walk about Zion and tell the towers thereof. Further examine this pillar well and you will find it most honourably inscribed:—

"I will write upon him the name of my God, the new Jerusalem which cometh down out of heaven from my God, and mine own new name." The homely virtue, it appears, is adorned with the sign-manual of the Redeemer. Let us not forget it, now that a time of trial has come upon the whole earth, if ever this earth passed through one. The heroic virtues have been in evidence gloriously; their stage has been world-wide; all men have admired and praised the generous courage that could do and dare and sacrifice, even into the death.

And now is anything needed so urgently as the power to wait and work and persevere in the unobtrusive toils of daily duty, holding fast that which we have, and patiently re-building, course upon course, the ruins left by the great convulsion? We are being tested, as nations, persons, Churches. Have we still the grit which is capable of drudgery, as we had the courage that could slay dragons? When the dragons are dead the drudgery remains, and the will to victory will profit us little if we lose the will to do the dull day's work. Dull it may seem by contrast with the excitements of battle, but it is the foundation of the future, the pillar which supports the world, and when results are weighed up in time to come it will be found to shine with the glory of the dawn.

"With aching hands and bleeding feet:

1 2 9 . 3

MILES PER HOUR

ON

'SHELL'

The New British Record created by Captain

Gathergood in the recent Aerial Derby.

THE ASIATIC PETROLEUM CO. (South China) LTD.

FELT HATS

You Will Need These Soon.

Make Your Choice Now.

THE SINCERE COMPANY LIMITED.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH."

From ANTWERP MIDDLESBRO.
LONDON and STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 18th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th November, 1919.

We dig and heap, lay stone on

stone;

We bear the burden and the

heat

Of the long day, and wish 'twere

done;

Not till the hours of light return,

All we have built do we discern.

CONSIGNEES.

THE ADMIRAL LINE.

THE Steamship

"WEST HARTLAND"

having arrived from Portland Ore via ports, on Nov. 1st, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at "consignees' risk."

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Nov. 6th, 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Nov. 7th, 1919 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents
U. S. Shipping Board.

5th floor, Hotel Mansions
Hongkong, 7th November, 1919

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"KAWACHI MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 9th November, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

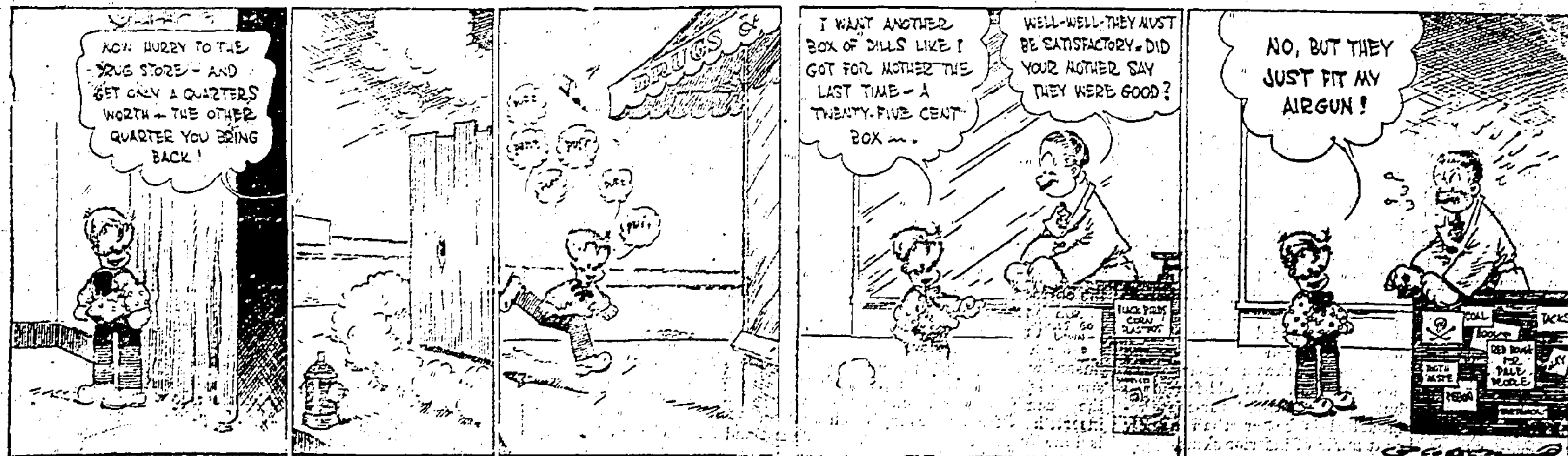
NIPPON YUSEN KAISHA,
Agents.

Hongkong, 2nd November, 1919.

FRECKLES AND HIS FRIENDS

He Gives the Pills To Birds.

BY BLOSSER



THE MERCURY GARAGE CO.

WISH TO SERVE YOU.

BEST CARS. PROMPT SERVICE.

MODERATE PRICES.

RING UP THE FAMILIAR

977.



HER PAGE



THE SLEEVELESS GOWN FOR SPORTS.



Sports clothes in Paris show not the slightest suggestion of a shawl and with them are used the flannel, jersey, sports suit that has proved good for us.

Smart little tunics are also favoured with these. The latter tunics, which are also worn as street dresses.

Designs of the Moment.

Despite the rumours that tailored suits are to be the pre-eminent fashion of the season, the top-coat and the one-piece tailored dress are still making their appearance. The general line observed in these garments is the coat and the one-piece dress, are not of a very different order from those of the simple frocks that have come from France during the past two years. Straight line with decided curves over the hips, they are simply trimmed and are very becoming to the average figure. Such materials as serge, tweed, and duvetine are used in the simple one-piece dresses and coats for street wear. There is also a Poiret twist that very much resembles a soft gabardine and is used extensively and effectively in the new dresses. These dresses are often trimmed with bands of simple embroidery or motifs in embroidery. Tucks and bindings, which are also used, are very attractive on tailored costumes. The fullness is frequently adjusted by small cartridge plaits or lines of shirring, while the absence of belts on the coats is most noticeable. The majority of dresses, however, still cling to the narrow string belt which usually ties or folds across the front and finds its place at the natural waist-line.

As to the topic of skirt length, in the average autumn collection in New York, the skirt length is half way between the knee and the ankle, and the one-piece afternoon dress will, undoubtedly, remain short during the season. The slim, tight, long skirts affected by so many American tailors and dressmakers last year have completely lost favour. Top-coats often extend to the bottom of the skirt, so that, like some of the suits, they more or less resemble the two-piece costume. There is, however, another type of top-coat which is very suggestive of a cape or a

wrap. Often these wraps are in duvetine and envelop the figure, falling gracefully into the lines of an evening wrap.

In passing, I note that a simple wrap of sable vision or chinchilla is again in fashion, doubtless because of the favour now accorded to the cape, from which it is derived. In any case, it is a type that is very warm and very becoming.

The furs that will be fashionable and the styles that will be worn during the coming season are for coats, moleskin, kolinsky, and nutria and for muffs and stoles skunk and fox will be the reigning favourites. White fox, though it has been much in favour for a long time, will still be fashionable, and smoke-coloured fox, which is white fox (inferior skins) dyed, will be much worn.

Fur capes will be modish, but coats, being warmer, will find most favour. New models are cut with a kimono-sleeve effect, are full over the hips to allow space for the puffed dresses that will be worn, and are narrowed towards the edge, but not too much to prevent freedom in walking. Fairly short coats, extending just below the hips, will be in vogue, as well as those of full length.

A combination of two kinds of fur is smart, especially when the fashionable striped effect is produced. This was the case with an attractive new model in which seal musquash was so allied with moleskin. But being a sleeveless cape coat, with side openings for the arms, it would be too cold, besides being too luxurious for ordinary everyday wear.

Fringe, it seems, is not yet doomed, but, in a new form, will have a fresh lease of life during the fur season. For instance, on a full-length cape of mole-dyed coney, the edge and the collar were fringed with the fur itself cut into three-inch long strips.

WOMAN'S PROGRESS IN SPORTS.

PROFICIENCY IN ATHLETICS, ESPECIALLY TENNIS AND SWIMMING.

Woman's remarkable progress in athletics in the past half century renders problematical the distance she will advance in the future. She has engaged with great success in many undertakings requiring skill, courage and endurance, in which she has competed against masculine athletes with honour to herself. She has shown exceptional ability in all branches of athletics especially in tennis and swimming.

WOMEN BOXERS.

There also have been women boxers, wrestlers and bag punchers who have become expert in these vigorous branches of sport. It is questionable if women ever will develop into real opponents of men in these pastimes, owing to the rough usage that boxers and wrestlers receive in genuine contests. It also is very unlikely that the public ever would sanction bouts between men and women, except when they were exhibitions of cleverness.

Of modern women who have learned the intricacies of boxing and wrestling there is probably no one more proficient than Vera Roehm, who exhibits her skill as a member of the "Melting of Molley" company. Miss Roehm not only shows the physical benefits that accrue from boxing, but she strongly recommends it as a means of reducing or developing. She advises women to do a little shadow boxing daily, which means boxing with an imaginary opponent. This will bring about a grace of carriage and freedom of movement, excellent for dancing. Miss Roehm's instructions for shadow boxing are:

Stand erect and advance the left foot forward, throwing the weight on the right leg. Close the fist, extending the left toward the supposed opponent's face. Bring the right arm close to the body as a guard. Shoot the left fist straight at an imaginary face, at the same time advancing a step. Then step back, raising the left arm to ward off an imaginary blow. On the next advance feint with the left and shoot the right for the body, covering the face with the left to prevent a counter blow.

Repeat these tactics until familiar with the motions, after which the boxer may engage in a mix-up with the shadowy opponent.

Mole-dyed coney, which is not so expensive as mole, is being largely used, and when, during the making-up process, it is "worked" in contrary ways, it gives the suggestion of stripes. A smart three-quarter-length coat showed a collar and lower band of this fur so "striped," while seal coney formed the main part of the coat.

Muffs will remain true to the pillow shape, and stoles will be short and flat or of the cape persuasion. A large dyed-squirrel wrap, recently shown, was most attractive. Oblong in form, it was edged with long suede fringe, and, possessing a brilliant lining of black and flame-coloured panne, it could be worn "inside out," so to speak, on certain occasions. Such a wrap, like a cape, depends a great deal on its wearer for the distinction it achieves. It can be worn in several ways, one side under one arm possibly, while the other covers the opposite shoulder.

Stoles of blue wolf will be very popular. This fur is cheaper than fox and the blue, which resembles the colouring of mole, is becoming to most people.

Many economically minded women are in doubt about having old furs remodelled to conform with the new styles, but though a furrier charges a fairly large sum to remodel a coat, the outlay required would by no means equal that necessary for a new garment. An old-fashioned but good quality fur-coat remodelled is better than a new coat made of inferior skins.

FOOD AND EXERCISE.

THE MENACE OF STOUTNESS.

An old saying concerning glory may be paraphrased in regard to flesh. Some people are born to flesh, some achieve it and some have it thrust upon them. And to the majority of women either of these is a menace that must be guarded against. Many really fat women seem to know that they appear ridiculous and if they are sensitive on the subject life becomes a tragedy unless they can reduce. Unfortunately, with the propensity of gaining flesh there nearly always abides the nature that assists in forming. There are those who are born to flesh; heredity has a great deal to do with it, habit and inclination still more and the fight must be grim and determined to conquer the inclination.

Usually such people, either men or women, are fond of everything in the way of food that goes to make flesh; they love sweets of all kinds, are fond of bread and milk and potatoes; are given to naps at odd times; are averse to exercise when possible to avoid it; like to sleep many hours; and, in the case of the woman, are only really comfortable without a corset or restrictions of clothing at any time.

The woman who achieves flesh is often forced by circumstances beyond her control to do without exercise, no matter how much she desires to do so. She may be compelled to lead such a sedentary life that she just gets too heavy without any desire of her own. It might be said, with truth, that flesh is a disease that in many cases is almost with remedy. Yet, if the matter were generally understood and taken in hand early in life, it lies within the power of the first, at least, to prevent the accumulation that in time ruins beauty and makes life a burden.

But it is a daily and hourly fight with inclination; the appetite must be curbed, likes and dislikes discarded, a rigid diet be adopted and maintained by such a woman. To diet a week will do no good if a hearty meal is eaten at the end of it; self-denial must be maintained and it is for her to decide whether the game is worth the candle. For the second it may mean that only by gaining flesh, she can keep her health, or it may be a case of necessity; her means of living at all may depend upon the sedentary life she leads.

NEW FURS.



This graceful shoulder cape is of moleskin, with a broad, becoming collar and huge, fur-covered button. A velvet hat in the mole shades, with a smoky ostrich plume completes the costume.

LINGERIE OF THE MOMENT.

The very best shops have apparently decided that fine washing lawns and muslins are the correct thing for lingerie and the silken varieties are therefore taking a rest. One really lovely set for a trousseau was in the finest white material, with a simple leaf design in blue, and of the same texture, cunningly inserted. Of course every stitch is done by hand.

MY NOTEBOOK.

[BY "SACHA"]

Women in Hongkong are apparently following the mode in unconventionality. In the theatre, the other evening, it was rather amusing to see a lady in the front row of the dress circle take out a small silver box during the interval and proceed to apply powder etc. to her face, entirely unconcerned.

It is rather surprising in a community where the ladies have so much time at their disposal that so little attention should be given to the dressing of the hair. Some of the coiffures at the theatre last week were positively untidy, the hair being dressed anyhow, neither following the modern nor suiting the wearer's face. Attention to the hair is always well repaid by the results.

One unusual coiffure was noticed, however. The hair was drawn back and swathed low on the front of the head, and high at the back. The swathing showed to advantage the beautifully fine texture of the hair, and the effect was charming. The lady is to be congratulated for adopting a style that was unusual without being extreme.

I notice, in a description of the wedding of Miss Hannan and Commander T. Bennett of H.M.S. Hawkins, in *the Evening Standard* of Saturday, "The bride wore a travelling gown of lemon georgette, trimmed with pastel blue velvet." This, to my probably conventional mind, is incorrect. The bride wore an afternoon gown of lemon georgette. A travelling gown is a gown suitable for a journey by rail, boat, motor, etc. A dainty gown of georgette and velvet was obviously not designed for the purpose of travelling in which it was wrongly described.

It is sincerely to be regretted that the concert given at the City Hall in aid of the Ministering Children's League was left in the hands of professionals. A newcomer or anyone passing through would think the community here devoid of talent. That is quite erroneous, as shown by the many Amateur Theatrical performances that have been given. Consider the number of people who gave individual items in "Pinky and the Fairies" and "Kismet." It is surprising a sufficient number of them could not have been induced to give their services in so good a cause as Saturday's Mrs. Evans, who sang charmingly in the part of Marsinah in the latter play, and has now gone home, is greatly missed in this respect. We shall have to wake up or I am afraid the women here will be, and fairly, accused of standing aside while women everywhere are enthusiastically working in every good cause.

As a result of Saturday night's arrangement the City Hall was very poorly filled and the net results for the funds of the League must have been small. How different in the case of amateur performances where the Theatre or Concert Hall is usually crowded. A dance held in the City Hall would have had much better results.

If I might give a hint to the committee in charge of the programme to be drawn up for helping the Devastated Regions of France, I would suggest a dance should be held. Dancing is the most popular form of amusement at the present time and numerous small private dances are being held nightly. A dance held for instance in the City Hall would bring in more money for its promoters than anything else could do. The City Hall would probably be engaged gratis for such a cause and the Hongkong Hotel, which is always ready to help along a good cause, would possibly loan their Jazz Band for the occasion.

PERSONALITY COIFFURES.



The type of face which is best suited by a simple straight-up coiffure of hairdressing.

For the pensive type of face, straight hair is more becoming than waved. A face of the type shown is seen to advantage with a simple style of straight hair. Curled hair to types like this would be most unbecoming, although this type of face is rather the exception.

While it is true that any style of hairdressing is in fashion, nevertheless the discriminating woman should be all the more careful to select a style of dressing which will fit her type of face, head and neck.

THE STOCKINGLESS LEG.

I am rumoured that the bare leg idea is in a state of suspended animation until the winter, when it will be enlarged upon.

RUFFLE PITFALLS.

Why is it that the women with the shortest necks invariably make choice of the bushiest ruffles? Ruffles and high neckbands present terrible pitfalls for those to whom Nature has proved somewhat niggardly in the matter of length of neck. The square-cut neck, guileless of collar-band or frilling, is far kinder to those who lack swan-like throats. Only the Russian neck can wear an ample ruffle with impunity.

SIDE CURLS OF MIDDLE AGE.

I have been told of the secret of the fashion for side-curls and fluff in which the modern fashionable matron indulges. A beauty specialist tells me that an appearance of youth is obtained by an operation close to the ears, where by means of a small cut the sagging flesh is drawn up and tightened and tell-tale lines and wrinkles disappear. A slight scar remains, but it is carefully hidden by Madame's well-trained hair. I wonder how many women who have never seen a beauty doctor wear the side curls without the remotest idea of the origin of the fashion.

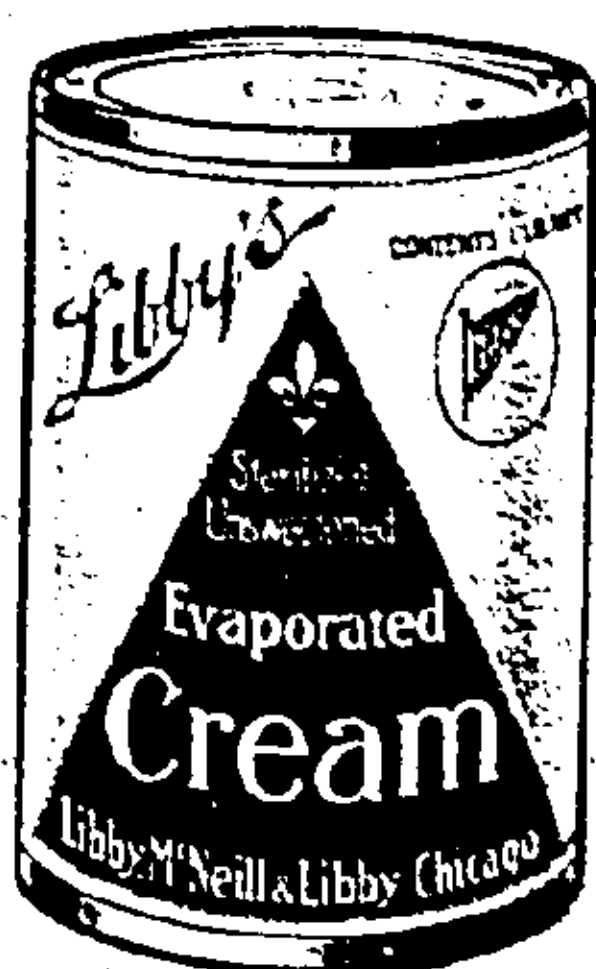
FILM STARS.



Five pretty screen actresses who each hope to succeed to the crown worn at present by Mary Pickford.

NOTICES.

SUPERIOR
QUALITY
FINEST
FLAVOR
ABSOLUTELY
PURE



ON SALE EVERYWHERE
TRY IT
CONNELL BROS CO.
SOLE AGENTS.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

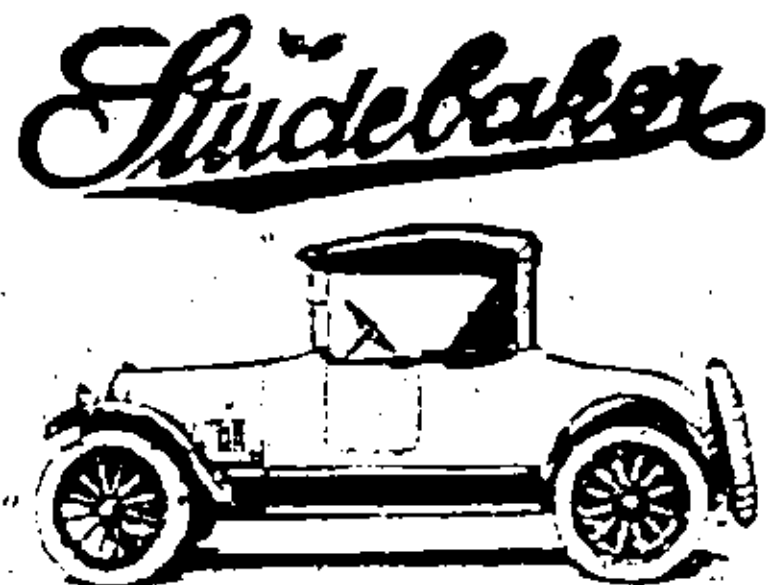
WHEN CALLING, SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

Sole Agents:
THE CONNAUGHT MOTOR CAR COMPANY,



Tel. No. 1913.

28, Des Voeux Rd.

Central.

G.P.O. Box 444

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially solicited.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877.

TEL. 2877.

XMAS GIFTS

CHEAP SALE

ALL KINDS OF LACE WORK, EMBROIDERIES,
& LADIES' FANCY GOODS, SUITABLE FOR
CHRISTMAS PRESENTS

GREAT REDUCTION

For 15 days only.

From 1st. to 15th, November 1919.
COME EARLY! DON'T MISS THIS OPPORTUNITY.

'SWATOW DRAWN WORK CO.,

Tel. No. 2860, 14, Des Voeux Road, Central.

NOTICE.

Columbia

Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and leaves you, it is then that you realize the necessity of carrying an extra set of Columbia.

Columbia put the spark of life into engines, autos, trucks, and tractors. They not only give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, Columbia is the simplest source of full energy to the very burn. Steady, reliable—proof against trouble.

Look for the Eagle Trade Mark: it is a guarantee of efficiency and service.

The Famous Spring Clip Binding Fast, shown in the illustration, is a Columbia feature that adds batteries. With this binding fast it is simple to insert a new battery and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogues and details from Ascher, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

Ascher, Meyer & Co., Ltd.

BANKS.

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK)

Subscribed Capital ... Frs. 75,000,000
Paid up ... 57,500,000
(1/3 of the Capital is Fr. 25,000,000, subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot
General Manager: A. J. Pernette

HEAD OFFICE
14, Rue Saint-Lazare, PARIS

BRANCHES
Peking, Saigon, Haiphong, Yunnanfu, Hankow, Fochow, Canton, Fochow.

IN FRANCE, Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.

IN LONDON: The London County Westminister and City Bank Ltd.

IN NEW YORK: J. P. Morgan & Co.

Correspondents in the Chief Commercial centres of the world.

TELEGRAPHIC ADDRESS: CHIBANKIND

Interest on Current Accounts and Fixed Deposits in Local Currency made in Gold.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

HONGKONG BRANCH, Queen's Building, 4, Chater Road. Tel. 2440.

BANKS.

BANKING SERVICE WITH AMERICA

DIRECT AND PERSONAL

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer direct banking service—without intermediary dealings, or unnecessary delays.

Equally important is our personal service. Every transaction is followed, through, both here and in America, by our own representatives, with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—New York.

Other branches in

Changsha-Canton-Shanghai-Hankow-Peking and Manila.

ASIA BANKING CORPORATION

HONGKONG.

[STOCKHOLDING BANKS]

Anglo and London, Paris National Bank, San Francisco

Bankers Trust Company, New York City

First National Bank of Portland, Oregon

Guaranty Trust Company of New York

Mercantile Bank of the Americas, New York City

National Bank of Commerce, Seattle, Washington.

Continental & Commercial National Bank, Chicago, Ill.

National Shawmut Bank, Boston, Mass.

Gurdian Savings Trust Co., Cleveland.

THE BANK OF CHINA.

(Specially authorized in China by Presidential Decree of 22nd November, 1917.)

Authorized Capital ... \$50,000,000

Paid up Capital ... \$12,875,500.00

Reserve Funds ... \$3,197,400.00

HEAD OFFICE: PEKING.

BRANCHES & SUB-BRANCHES:

(Peking): Haiding, Tungchow, North; Miyun, Chobisien, Pashien, Nienhsan, Hsuanhsu, (Chihli); Tientsin, Paotung, Lutai, Tsinghai, Sangfang, Shuntzu, Tangshan, Taming, Chobisien Weisien, Manchuria; Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liangzuchow, Hebe, Hsienming, Taonanfu, Harbin, Dairen, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suifu, Liaofu, Ningxia, Kungshui, Liaoyang, Fuyu, Yechi, Kaipingien (Hupei); Hankow, Shui, Ichang, (Hunan); Chongqing, (Szechuan); Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wush, Hsuehfu, Tungchow, (South); Tsinghsien, (Shantung); Tsinan, Tsingtao, Chiao, Tenghsien, (Shandong); (Shansi); Taiyuan, Yungsheng, Sinkianghsien, Tatung, (Hokan); Kailung, Chowkiak, Hsienhsien, (Kwangtung); Hongkong, Canton, Swatow, Kiangchow, F. Kien; Fochow, Amoy, Hankow, Chuanchow, Changchow, Suifu, (Che-king); Hanchow, Shaozang, Hsuehfu, Kashing, Wenchow, Ningpo, Lanhsi, Yuyao, Haimo, (Kiangsi); Nanchang, Kikuan, Kanchow, Chintehchen, Chia, (Anhui); Wuhu, Anking, Panglow, Luchow, Tatung, Tungki, Luau, (Szechuan); (Kweichow); Kweichow, (Shansi); Sianfu, Hsuehchungfu, (Suiyuan); Kweichow, Paotow, (Tibet); Urga, Bakistao.

HONGKONG BRANCH

Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

THUYEE PEI, Manager.

THE CHINESE MERCHANTS BANK, LTD.,

司公限有行銀華中

Head Office

No. 2, Queen's Road Central.

Paid up Capital \$2,000,000.00.

Directors.

Mr. Pong Wai Ting, Chairman.

Mr. Chow Shou Son, Mr. Li Koon Chun.

Mr. Kan Ping Po, Mr. Mok Ching Kong.

Mr. Chan Ching Shik, Mr. Wong Yau Tong.

Mr. Chan Kai Ming, Mr. Yung Ping Shan.

Mr. P. K. Kwok, Mr. Ng Chang Luk.

Chief Manager.

Mr. Kan Ping Po.

Asst. Manager.

Mr. Li Tse Tung.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits accounts at the rate of 2 per cent per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.

For 6 months at the rate of 4 per cent.

For 12 months at the rate of 5 per cent.

Ken Tung Po, Chief Manager.

THE BANK OF EAST ASIA LTD.

司公限有行銀亞東

Head Office

No. 2, Queen's Road Central.

Paid up Capital \$2,000,000.00.

BANQUE DE L'INDO-CHINE (FRENCH BANK)

Head Office: 15 bis Rue Lafrance, Paris.

Capital ... Frs. 45,000,000

Reserves ... 50,000,000

BRANCHES AND AGENCIES.

Bangkok, Hongkong, Saigon, Pashien, Nienhsan, Hsuanhsu, (Chihli); Tientsin, Paotung, Lutai, Tsinghai, Sangfang, Shuntzu, Tangshan, Taming, Chobisien Weisien, Manchuria; Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liangzuchow, Hebe, Hsienming, Taonanfu, Harbin, Dairen, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suifu, Liaofu, Ningxia, Kungshui, Liaoyang, Fuyu, Yechi, Kaipingien (Hupei); Hankow, Shui, Ichang, (Hunan); Chongqing, (Szechuan); Shanghai, Nanking, Soochow,

NOTICES.



"SPECIALS"

Their increasing popularity over a period of many years is the truest indication of their sterling merit.

Manufactured by hand by **MASPERO FRERES** in Cairo from the finest selected leaf only.

New Stocks of Maspero "Specials" Cigarettes are now on sale at all leading tobacconists.

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

SHIPPING.

VESSELS ARRIVED.

The **HAIPONG** (Capt. J. W. Evans) from Foochow arrived this morning with 600 tons of general cargo and 298 deck passengers.—Mooring Douglas Wharf.

Three thousand tons of sugar were consigned by the s.s. **TAN-SANG** from Sourabaya.—Mooring C 34.

From Saigon the **PHEUM-PENH** (Capt. Hamilton) brought 1,600 tons of rice and meal. Her agents are the Wo Fat Shing. She brought 39 deportees and 107 Chinese deck passengers. She experienced heavy sea and strong north-east moonsoon.—Mooring B 12.

The s.s. **TAIYUAN** (Capt. H. E. Hamilton) arrived this morning from Melbourne with 900 tons of merchandise for Hongkong and 400 tons through cargo.—Mooring A 6.

From Batavia the **TJILL-WONG**, a Java-China-Japan Line vessel, brought this morning 2,272 tons of sugar, 620 tons of paraffin wax, 115 tons of lubricating oil, 540 tons of candles and 380 tons of general merchandise (all through cargo) and 300 tons of sugar, 912 tons of hard molasses, 103 tons of paraffin wax, 496 tons of liquid fuel, etc for Hongkong. One of the crew was found missing on October 30th.—Mooring B 7.

Another Dutch steamer, the **BALL**, whose agents are the Standard Oil Company, brought from New York via Honolulu, 4,180 tons of oil for Hongkong.—Mooring West Point Wharf.

The **SUNTAH**, a Portuguese ship, consigned from Saigon 1,120 tons of rice.—Mooring B 11.

The **INDUS MARU** arrived yesterday afternoon from Moji with 3,990 tons of through and 950 tons of direct cargo.—Mooring Kowloon Wharf.

Over a thousand tons of coal were delivered this morning by the O. S. K. boat **AMAKUSA MARU** from Keelung.—Mooring O. S. K. Wharf.

POST OFFICE.

The Money Order Service with the Philippine Islands has been temporarily suspended.

INWARD MAILS.

Straits—Per **MISHIMA MARU**, 5th Nov.

Japan—Per **YAMAGATA M.**, 6th Nov.

Shanghai—Per **CHENAN**, 6th Nov.

Australia & Manila—Per **EAST-ERN**, 7th Nov.

Europe (via Negapatan)—Per **IDOMENEUS**, 7th Nov.

Manila—Per **ICONIUM**, 7th Nov.

Shanghai—Per **DUNERA**, 7th Nov.

Shanghai—Per **SUIYANG**, 7th Nov.

Bombay—Per **HWAHWU**, 16th Nov.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Formosa via Takao—Per **SOSHU MARU**, 6th Nov., 8 a.m.

Macao—Per **SUI TAI**, 6th Nov., 8.30 a.m.

Shanghai, North China & Japan via Kobe—Per **MISHIMA MARU**, 6th Nov., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Egypt and Aden—Per **INDUS MARU**, 6th Nov., 10 a.m.

Japan via Kobe, Canada, United States, C. & S. America & Europe via Victoria, B.C.—Per **PROTESILAUS**, 6th Nov., Reg. 9.45 p.m. 6th Let-ter 10.30 a.m.

Haiphong—Per **SHANSI**, 6th Nov., 10 a.m.

Shanghai and North China—Per **SUNNING**, 6th Nov., 11 a.m.

Formosa via Keelung—Per **TAKENO MARU**, 6th Nov., 2 p.m.

Swatow—Per **CORNELIA**, 6th Nov., 3 p.m.

Macao—Per **CHUN CHOW**, 6th Nov., 4.30 p.m.

EXCHANGE.

SELLING.

T/T	4/6
Demand	4/6 3/16
30 d/s	4/6 5/16
60 d/s	4/6 7/16
4 m/s	4/6 9/16
T/T Shanghai	Nom.
T/T Singapore	192
T/T Japan	186 1/2
T/T India	221
Demand, India	221
T/T San Francisco	94 1/2
T/T Java	241 1/2
T/T Marks	Nom.
T/T France	8 1/8
Demand, Paris	—

BUYING.

4 m/s. L/C	4/7 1/2
4 m/s. D/P	4/7 3/4
6 m/s. L/C	4/7 3/4
30 d/s. Sydney and Melbourne	4/8
30 d/s. San Francisco, co & New York	95 3/4
4 m/s. Marks	Nom.
4 m/s. France	8.42
6 m/s. France	8.50
Demand, Germany	—
Demand, New York	94 3/4
T/T Bombay	221
Demand, Bombay	—
T/T Calcutta	221
Demand, Calcutta	196 1/2
Demand, Manila	192
Demand, Singapore	192
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.40 Nom.
Gold leaf per Tael	31.60
Bar Silver, per oz	67
forward	64 1/2

SUBSIDIARY COINS.

DISCOUNT PER \$100:

H'kong 50 cts pieces	\$1 per m. dis.
" 10 " "	\$0.50 " dis.
" 5 " "	\$20 " pm.
C. coins	3 1/2 pm.

FRIDAY, 7TH NOVEMBER.

Macao—Per SUI AN , 7th Nov., 8.30 a.m.
Swatow—Amoy and Foochow, Per HAIHONG , 7th Nov., noon.
Philippine Islands—Per YUEN-SANG , 7th Nov., 2 p.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.
H.K. & S. Banks s. & sa. \$620
Marine Insurances.

Cantons	s.	440
North Chinas	b.	205
Unions	sa.	195
Yangtszes	n.	270
Far Easterns	b.	23

Fire Insurances.
China Fires n. 138
H. K. Fires s. 345

Shipping.		
Douglases	b.	84
Steamboats	s.	23 3/4
Indos (Prof.)	b.	20
Indos (Def.)	b.	245
Shells	b. & sa.	200/-
Ferries	b. 30	s. 33

Refineries.
Sugars b. & sa. 185
Malabons n. 44

Mining.
Kailans b. 90/-
Langkats }
Shanghai Loans } s. 1.19

Shai Explorations		
Raubs	n.	2.10
Tronchs	n.	38/9
Ural Caspians	b.	50/-

Docks, Wharves, Godowns, &c.
H.K. Wharves sa. 108
K. Docks sa. 175
Shai Docks sa. 1.121
N. Engineerings n. 1.27

Lands, Hotels & Buildings.
Centrals s. 109 1/2
H.K. Hotels n. 120
L. Invest. s. 119

H. Phreys Est.	b.	8 3/4
K.loon Lands	n.	46
L. Reclamations	n.	175
West Points	s.	90

Cotton Mills.
Ewos b. t. 480
Kung Yiks b. t. 40

Lau Kung Mows	b.	t. 260
Oriental	b.	t. 145
Shai Cottons	b.	t. 265
Yangtszepoos	b. & sa.	t. 21 1/2

Miscellaneous.

Cements	n.	7
China Borneos	b.	13 1/2
Do. Light n. old 7 1/2 new 5 1/2		8
China Providents	n.	24
Dairy Farms	n.	100
Electric H. K.	n.	34
Electric Macao	n.	29 1/2
Hongkong Ropes	n.	7 1/2
Hk. Tramways	b.	7 1/2
Peak Trams, old	s.	7
Do. new	n.	80 cts.
Steam Laundries	b.	3 1/4
Steel Foundries	b.	10
Water-boats	s.	15
Watsons	n.	6.10
Wm. Powells	b.	12
Wisemans	b.	27 1/2

Hongkong, Nov. 5, 1919.

WEATHER REPORT.

November 5d. 11h. 15m.—No returns from Vladivostok, Japan or Shanghai. Pressure has decreased slightly at all reporting stations. It is probably highest over N. China.
Moderate moonsoon may be expected over the N. China.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inch. Total since January 1st, 72.5 inches against an average of 80.76 inches.
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	N.E. winds, moderate; fair.
2 Formosa Channel.	The same as No. 1.
3 South coast of China between H.K. and Lamock.	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
Hongkong Observatory, Nov. 5, 1919.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373.
Telegraphic Address: "VICTORIA"
J. W. BELL, Manager.

NOTICE.

MITSUBISHI SHOU KAISHA, LTD.
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OGHI, MUTASE, KISHIDAKE, YOSHINOYAMA, MOJO, HAMAZUTSU, SATO, KAKADA, SHINKEI, KAMAYAMADA, HIBA, and OTUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUREGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARI, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSIINANFU, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong—"IWASAKI"
Canton, Haiphong—"IWASAKISAI".
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.
AGENCY FOR—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
No. 11, Pedder Street, Hongkong.



SOLE AGENTS
Mitsui Bussan Kaisha.

ENTERTAINMENTS.

THE VICTORIA.

FOR TO-NIGHT & TO-MORROW ONLY!

"THE GIRL WITH THE GREEN EYES"

A Story Full of Sustaining Interest.

TO-DAY'S MATINEE:

"GO GET'EM GARRINGER"

In Five Parts.

BOOKING AT ANDERSON'S.

THE CORONET

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!
at 5.15 & 9.15 p.m.

FOR THREE NIGHTS ONLY!

EMMY WEHLEN

IN

"THE SHELL GAME"

Usual Prices. Booking at ROBINSON'S.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine, Scrupulously Clean. Moderate Terms. Monthly and Family rates on application to the Proprietor.
Hotel Launch Meets all Steamers.

Telephone 812.

MRS F. E. CAMERON.

Printed and Published for the Proprietor, by Charles Mason, Wilson, at 11, Ice House Street in the City of Victoria, Hongkong.